



TESTED: S 1000 RR, MV DRAGSTER, CB300s



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BIKES

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SYKES #1 ZX-10R

NINJA!

ANDREW PITT TESTS THE BEAST!

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ISSUE #95 MAR/APR
2015 \$9.95 (INC. GST)
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**HARRIS
HONDA**

**MODERN
RETRO CB9**

**V-TWIN SP3
FANTASY
BIKE!**

**ELECTRICAL
REPAIRS AT HOME**



**2015 RACE
CALENDAR!**

TWEAKED T-REX RACING HARRIS HONDA TEST, CB900 MODERNISED, WILD ROBERTS REP YZF-R1
TESTED NEW BMW S 1000 RR, MV DRAGSTER, CB300R & F, TOM SYKES ZX-10R, 2005 CBR600RR
FEATURES BUILDING A TRACK DAY BIKE, THROTTLE OPENING, HEL BRAKE PADS, OZCAPADES TRIP

MULTISTRADA 1200 **S PIKES PEAK**



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The Multistrada 1200 S Pikes Peak is a faithful replica of the racing bike that has won the annual Pikes Peak International Hill Climb race for three years running since 2010. The S Pikes Peak features superior equipment, extra lightweight forged 3-spoke Marchesini wheels and supplemented by a broad assortment of carbon

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ADVERTISING

Jeff Ware, jware@jpm mediaservices.com.au, (02) 43 410666.

GENERAL ENQUIRIES

Universal Magazines 1300 303 414

EDITOR Jeff Ware

EDITORIAL ASSISTANT Heather Ware

DEPUTY EDITOR Kris Hodgson

TRACK & ROAD TESTERS Wayne Gardner, Mat Mladin, Andrew Pitt, Mick Withers, Steve Martin, Simon Harris, Roland Brown, Matthew Shields, Nigel Crowley, Richard Collins, Tony Wilding, Craig Stevenson, Paul Bailey, Steve Brouggy

DESIGNER Phillip Jorge

FOUNDING PUBLISHERS Jeff Ware & Peter Pap

PHOTOGRAPHERS Keith Muir, Tony Wilding, Dave Eap, Heather Ware, Grant Stephens, Knackers, Owen Stuart, Jarrod Knight, Jason Adams, Richard Collins, Lou Martin, Doc Robinson

CONTRIBUTORS Peter Pap, Richard Collins, Simon Harris, Stu McGraw, Dave Manning, Kar Lee, Kevin Ash RIP, Sir Alan Cathcart, Sabine Welte, Paul Bailey, Steve Brouggy, Mark Stenberg, Frank 'O, Bryan Staring, Emma Bailey, Matt Mingay, Mick Withers

UNIVERSAL MAGAZINES

CHAIRMAN/CEO Prema Perera

PUBLISHER Janice Williams



CHIEF FINANCIAL OFFICER Vicky Mahadeva

ASSOCIATE PUBLISHER Emma Perera

ASSOCIATE PUBLISHER Karen Day

CIRCULATION DIRECTOR Mark Darton

CREATIVE DIRECTOR Kate Podger

EDITORIAL PRODUCTION MANAGER

Anastasia Casey

PRINT PRODUCTION MANAGER

Lilian Ohanessian

PREPRESS MANAGER Ivan Fitz-Gerald

MARKETING & ACQUISITIONS MANAGER

Chelsea Peters

Circulation enquiries to our Sydney head office (02) 9805 0399. *Rapid Bikes* #95 is published by Universal Magazines, Unit 5, 6-8 Byfield Street, North Ryde NSW 2113. Phone: (02) 9805 0399, Fax: (02) 9805 0714. Melbourne office, Level 1, 150 Albert Road, South Melbourne Vic 3205. Phone: (03) 9694 6444, Fax: (03) 9699 7890. Printed by Webstar, Sydney, and distributed by Network Services. This book is copyright. Apart from any fair dealing for the purpose of private study, research, criticism or review as permitted under the Copyright Act, no part may be reproduced by any process without written permission. Enquiries should be addressed to the publishers. The publishers believe all the information supplied in this book to be correct at the time of printing. They are not, however, in a position to make a guarantee to this effect and accept no liability in the event of any information proving inaccurate. Prices, addresses and phone numbers were, after investigation and to the best of our knowledge and belief, up-to-date at the time of printing, but the shifting sands of time may change them in some cases. It is not possible for the publishers to ensure that advertisements which appear in this publication comply with the Trade Practices Act, 1974. The responsibility must therefore be on the person, company or advertising agency submitting the advertisements for publication. While every endeavour has been made to ensure complete accuracy, the publishers cannot be held responsible for any errors or omissions.

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Please pass on or recycle this magazine.

THIS ISSUE IS DEDICATED TO THOSE WHO FOLLOW THEIR DREAMS AND IDEAS AND BUILD CUSTOM BIKES...

OLD TO BE NEW

G'day,

Thanks for picking up issue #95 of Australia's performance and sportsbike bible. We're in our 11th year now and the bikes just keep on rolling out of sheds and workshops all over the place. The GFC didn't stop people building their dream bikes and I'll drink to that. Cheers!

This issue is quite a special one as we've done some redesigning to bring back the original performance and technology feel that *Rapid Bikes* was created to have. I always wanted this magazine to be a magazine I want to read – that's the simplicity of it but part of the success. It's a magazine written and designed by riders for riders. We're mechanically skilled, we race, we do track days and we ride a lot on the road – our Deputy Editor Kris is the only one of us with a real deal degree in journalism.

Me? I'm a motorcycle mechanic by trade turned racer, then bike courier, then racer again and finally journalist for a variety of other bike magazines about 15-years ago.

Pommie? He's a panel beater and spray painter by trade. Mick Withers? Editor of *Cruiser & Trike* and qualified wrench.

Every contributor has their own motorcycle industry experience, which has helped him or her move into journalism, design or photography and we all have one thing in common with you – we are rev heads and we appreciate smartly engineered motorcycles built by highly talented people. We like to write articles about them so you can read them and we get great satisfaction from giving bike owners a huge outlet to showcase their pride and joy.

If your bike makes it into *Rapid Bikes*, you've built something outstanding that deserves to be shared.

This issue is full of these motorcycles and skills. There's a stunning, incredible YZF-R1 that is my dream bike. We have a feature on the T-Rex Harris Honda, a stunning CB900 modernised retro and Andrew Pitt rides Tom Sykes's factory WSBK Kawasaki ZX-10R for us.

There are lots of tech tips for the shed time and Roland Brown throws a leg over the new MV Agusta Dragster as well as the hot all-new BMW S 1000 RR.

For track fans we have a feature on lap timing, building a track day bike, Andrew Pitt's tips on getting on the gas early, plus lots more great advice from our expert columnists.

For those of you after a second-hand ride, we have a full test on the mighty 2005 Honda CBR600RR.

There is something for everyone in this issue and for me it definitely has that old school feel, just like the Ducati 996 I punted against my 899 at The Farm the other day.

Enjoy the ride.



"We are rev heads and appreciate smartly engineered motorcycles built by highly talented people..."



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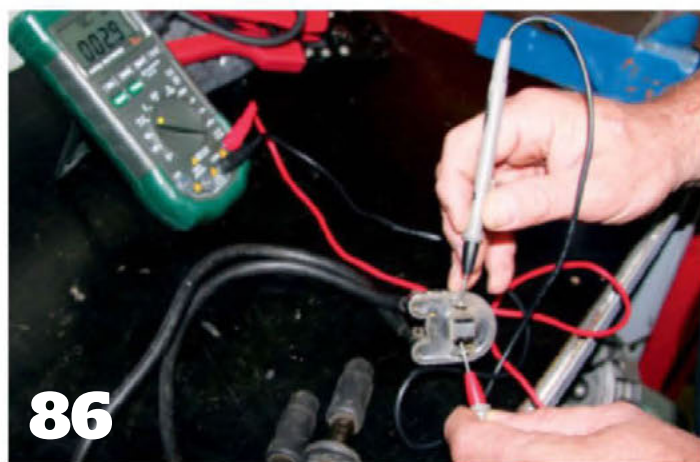
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THE SHOT

WORDS & IMAGE: **OWEN STUART**

A step back in time at the Island Classic...

It was stinking hot at the International Island Classic in 2012 and the sun was directly overhead. This does not make for great photos as the bike is generally shadowed by the rider.

I decided to head back to the pits to get some photos of the bikes getting tuned in the garages. I stood in the shadow at the end of the pits to cool down a bit and was chatting with a few of the other photographers when a rider pulled up beside us. It seemed he was trying to cool

off a bit before heading out onto the track again. I bent down to change lenses and this is what I saw. The cool blue colouring of the bike and sky in the distance reminded me of a de-saturated scene that you would see in a vintage black and white photograph. That combined with the old, battle scarred Norton made me think I had travelled back in time to a motorcycle race from some bygone era.

The photo was taken with a Canon 5D fitted with an EF24-105 4L lens. It was shot at ISO400, f5.6 and 1/500th. **RD**

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Billy McConnell
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MYPLATES NEW RANGE

Myplates.com.au have launched a range of custom plates called the Art Range with the introduction of tattoo, skull or rose background artwork on bike custom plates. There are five styles of plates to appeal to both blokes and chicks and the Art Range prices start from a one-off order fee of \$155.00 with annual fees starting from \$99.00. Aside from the Art Range order fees for bike plates start at only \$80.00. Sadly, Rapid is already taken!

Visit myplates.com.au for more info and try a few combos, you might get lucky. One of our staff scored the plate V2 for his Ducati one beers night when he checked its availability in the system!



TRACK DAY INSURANCE COVER!

Our mates at Wallace Risk Solutions have come up with something that a lot of riders have been searching for – track day cover.

All you need to do is call 1300 797 830 or visit trackdayinsurance.com.au not later than seven days prior to an event (this gives time to process the cover and ensure your pride and joy is covered before your track day), fill in an online form and/or speak to a friendly customer service rep and arrange the cover that best suits you. The insurance is day cover and you can insure your bike for the current market value.

What a top idea!

300 SHIRTS!

Have you got a *Rapid Bikes* 300 Speed Limited shirt? If not, join the 300 club and grab yourself a shirt at rapidbikes.com.au in our online store. The shirts only cost \$25 and come in black or white in the usual sizes!



REMY GARDNER FOR MOTO3!

They say the 'apple doesn't fall far from the tree' and the never give up fighting spirit and underdog attitude that took Wayne Gardner from the steelworks of Wollongong, NSW, to International stardom as a World 500cc Grand Prix Champion has been inherited by 16-year-old Remy Gardner, who's racing determination and drive took a major step forward before Christmas when he signed a contract to compete in the World Grand Prix Championship riding for CIP Mahindra in the Moto3 class.

At only 16-years of age and after just three years road racing experience, Remy will be in the World Championship in his fourth year - coincidentally, his father Wayne raced in his first World Championship races in his fourth year also.

It has been an incredibly tough few years for Team Gardner Racing with both brothers Remy and Luca suffering various mechanical problems and injuries,

however, the incredible commitment by the family to move from their home in Manly Beach, NSW, Australia, to Barcelona, Spain, to help the careers of Remy and Luca, has allowed both to follow in their father's footsteps racing motorcycles.

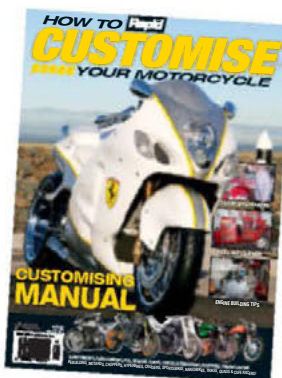
"I had heard that the Mahindra has a very good chassis and I was expecting that but as soon as I finished my first lap I knew the bike was very special. The handling is fantastic, the chassis is really good. It turns amazingly and I can carry much more corner speed than I expected, with no chatter! I fit the bike perfectly and I was comfortable and able to push to my maximum level after just two sessions making small suspension changes to suit my riding.

"The team are amazing. Very friendly, it is a family style atmosphere and I have very good mechanics and a highly experienced Crew Chief. This team is going to be great to be part of".

HOW TO CUSTOMISE YOUR MOTORCYCLE

Love your custom motorcycles? Well so does the *Rapid Bikes* team and we've put together a compendium of everything you'll ever need to know for creating your own custom motorcycle.

Right from the basics of choosing what kind of custom bike you want to create and what you'll need to buy, through to stripping your engine, turbocharging, supercharging and nitros injecting your bike, plus how to paint your bike at home, and plenty of other great information, *How to Customise Your Motorcycle* has it all. Available at all good newsagents.



RAPID'S TURBO STREETBIKES OUT NOW!

Here are the 16 most insane turbo streetbikes that *Rapid Bikes* has ever discovered, with everything from an amazing Extreme Creations big bang YZF-R1, to a variety of turbo'd Hayabusas including one producing 600hp, a stunning RaceComp Speed Triple, an extreme CB1000, a boosted MV Agusta Brutale, a GSX-R1000 sleeper and much, much more. Whether you want big buck or bargain boost, *Turbo Streetbikes* has it all.

Available from all good newsagents for \$8.95, and sure to have you salivating over these awesome boosted bikes and planning your own turbo project!



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With the RFX Race™, FIVE is raising standards by introducing Thermoset Carbon Composite back-of-hand protection – a first for a production glove. Hitherto used in aeronautics and on the highest-level competition vehicles (Formula 1, MotoGP), Thermoset Carbon Composite is this ultra-light material offering incredible resistance to abrasion, considered as the very high end carbon. The Thermoset Carbon Composite structure employed in the RFX Race™ glove associated with the numerous thermoformed carbon-fibre reinforcements, with the full-grain leather outer and Kevlar® inner lining, offers an unrivalled level of safety. By incorporating this technology and innovative materials, the RFX Race™ is the most effective protection currently available... and is without doubt the most advanced of all the FIVE ADVANCED GLOVES.

MOTO EXPO



Close to 20,000 people attended Moto Expo late last year, which hosted the Australasian launches of 17 brand new motorcycles.

140 exhibitors participated in the event with Hall 1 a sight to behold, filled to capacity with the latest motorcycles, products and services. Hall 2 also proved popular, hosting the 'Great Race' display, 'Million-Dollar Row, Simon Davidson's salt race photo exhibition, the Kustom Kommune lounge and live clay molding demonstrations from Gasolina.

Yamaha and Oset electric bikes hosted children's come and try zones with many youngsters enjoying their first ride on a motorcycle under the guidance of

experienced coaches.

Event Director Troy Bayliss thanked exhibitors for supporting MOTO EXPO Melbourne.

"I was very happy with our first ever MOTO EXPO Melbourne," Bayliss said. "Months and months of planning went into creating this event and we would like to thank everyone involved in bringing it all together.

"We look forward to the Sydney Motorcycle Show in November and will work hard to produce another fantastic, interactive event," Bayliss concluded.

THE CLASSIC MOTORCYCLE

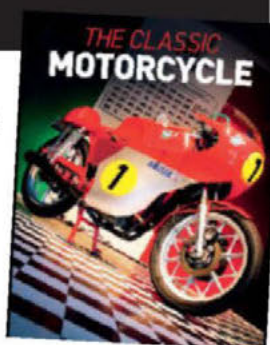
The first 100 years of motorcycling certainly produced some incredible bikes, most of which are featured in this 160-page celebration of the classic motorcycle.

There are over 100 glossy images to enjoy, from historic and vintage era bikes right through to classic and retro and new era motorcycles. No matter what your era, brand or region, we have covered it in *The Classic Motorcycle*.

There are sections on The British Classics, The European Classics, The American Classics and The Japanese Classics, as well as a chapter

called Where it all Began, which documents the history of the motorcycle. There are some stunning racers in here, as well as a comprehensive model index.

The Classic Motorcycle is available in all major newsagents for just \$19.95 – a true bargain for such a high quality book.



HOW TO RESTORE YOUR MOTORCYCLE

Grab yourself a copy of *How To Restore Your Motorcycle*, brought to you by the team from *Retro & Classic Bike Enthusiast* magazine, with everything you need to know about restoring a motorcycle.

In this comprehensive magazine, you'll be taken through choosing and purchasing a bike to restore, assessing both what the bike will need and what tools you should have on hand and stripping the bike down for work to begin.

An entire section on Engine Work covers stripping down a two or four-stroke engine, including the clutch, gearbox and performing a basic service.

Chassis Restoration covers all your frame, suspension, controls and wheel needs, while Electrics takes you through the basic theory of how a motorcycle's electrics function as well as common wiring loom problem solving and repair.

In Bodywork we share all the tips and tricks for assessing bodywork condition, DIY repairs, painting options and getting those decals or stickers just right.

In Tips & Tricks you'll also find an exhaustive section on the many DIY projects you can undertake from home, including everything from painting, setting up an electrolyte bath and much, much more.

How To Restore Your Motorcycle is the perfect motorcycle restorer's companion and even includes a supplier index for tracking down parts.

Available for \$8.95 in all good newsagents.

SHED BLING

It's not just your bike that benefits from bling sometimes and the rapidbikes.com.au Online Shop has everything you could need from *Rapid Bikes* t-shirts, to stubby holders, plus back issues – in case you've got a few missing slots in your collection! Impress all your mates with some *Rapid Bikes* merchandise, or spoil someone with a t-shirt, stubby or subscription! You can't go wrong!



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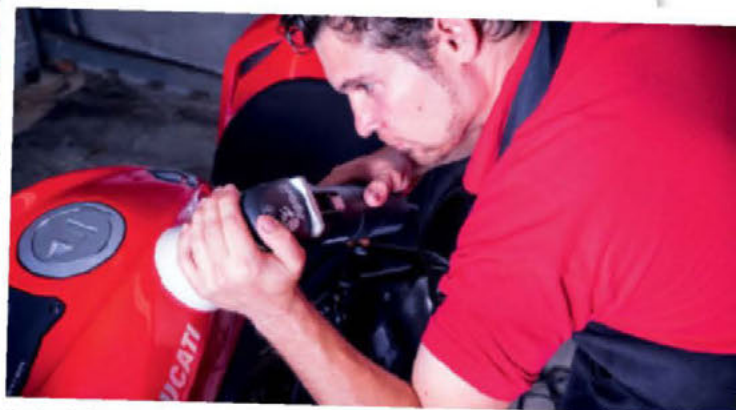
Now with **Dual Compound**



INDUSTRY PROFILE

ROBERTO ROSSI

NICKNAME: BERTIE. **AGE:** 33
HOMETOWN: PERTH, WA **BACKGROUND:** SALES
OCCUPATION: OWNER OF CLEAN RIDE AUSTRALIA



CAN YOU EXPLAIN YOUR ROLE?

I protect, maintain, supply products and accessories all over Australia and train like-minded fellow riders to care for and protect their own investment.

HOW DID YOU GET INTO THIS INDUSTRY?

Nothing special, just my love of all things automotive like the rest of us – we do it because we love it!

WHAT ARE YOUR AMBITIONS AND GOALS WITHIN THE INDUSTRY?

I really want to help fellow riders understand how to care for their own ride and show them that with dedicated products, cleaning and maintaining doesn't have to be a chore and can be done in less than an hour in most cases and will save you money in the long run. We also will be branching out to other states soon [from WA], as I hear you have bikes there too?

WHAT ARE SOME HIGHLIGHTS OF YOUR CAREER?

Becoming the very first motorcycle-only Swissvax Authorised Detailer and Modesta certified applicator in the world. It has taken us many years to work towards this as everything is geared for the car industry and we have had to test and adapt everything on the market to work with bikes. We are still learning too, so we're not left behind with new systems and techniques being brought out every day.

WHO INSPIRES YOU?

Jamie Oliver, I just love his passion, it's infectious! The food's not too bad either.

DO YOU RIDE?

I make it a goal at least once a week, just to keep up appearances and tend to ride with Perth Street Bike Members.

WHAT BIKES DO YOU OWN?

Honda VFR400R, Honda CBR250R,

Check out Clean Ride at - CleanRide.com.au
 They carry a full range of bike and gear care products, as well as Kaneg accessories.

Ducati Streetfighter 1098 (Should have a V-Rod by the time you read this).

WHAT ARE YOUR HOBBIES AND INTERESTS OUTSIDE MOTORCYCLING?

Formula 1 has to get a mention here and I don't mind a bit of soccer.

WHAT WOULD YOU NEVER DO AGAIN?

Use tiger balm on my back then go to the toilet...

WHAT'S YOUR WORST HABIT?

I talk too much and with my hands... I'm trying but I always seem to fail.

WHO COULDN'T YOU DO IT WITHOUT?

Nick Barry (Autobody Supplies).
 Terry McLaughlan (Swissvax and Modesta Australia) for giving me a go.
 And I have to mention my wife Tracey or else... 

1190 SX

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www.ErikBuellRacing.com.au

THE GOODS



SHOEI COGS

The new 2015 Shoei helmet designs have just arrived, with the awesome 'The COG' in stock for the GT-Air range and available now in sizes XS to XXL for \$899 RRP.

The GT-Air is full of premium features like the convenient flip-down internal sun shield, free-flowing yet easily adjustable ventilation system, superior aerodynamics and Pinlock Anti-Fog System ensuring greater comfort for all your riding needs. Dark tint and reflective outer visors are now also available for the GT-Air from \$109.95 RRP. McLeodaccessories.com.au



EXOTIC MERCH

It's that time of the year again and the 2015 Aprilia and Moto Guzzi merchandise ranges are now available for those looking to accessories with their favourite motorcycle brands.

Both the Aprilia and Moto Guzzi offer a selection of T-shirts, polo shirts, ladies wear, kids wear, jumpers, soft shell jackets, paddock jackets and hats along with other popular items. There is sure to be something to excite every fan. Check them out at your local Aprilia or Moto Guzzi dealer or at Aprilia.com.au and MotoGuzzi.com.au.

The Moto Guzzi Chrome T-shirt pictured is available in S-XXXL for \$40.00 RRP. The Aprilia Racing Polo is available in S-XXXL for \$70.00 RRP.



DIABLO PROS

Pirelli Diablo Superbike Pro has updated its range introducing new profiles, compounds and sizes and is designed as a meeting point between the racing world and the sports bike or naked bike rider who spends time at the track and wants to explore the full potential of their motorcycle.

The Diablo Superbike Pro is a result of Pirelli's experience in Superbike championships and developed for practice sessions and track-days. The new range introduces a bi-compound 200/55 R17 rear size, plus a new 120/70 R17 front with higher performance compound and profile.

To improve the already excellent features, Pirelli's engineers have re-designed both the front and the new 200/55 rear tyre, which is now also dual compound.

Available from your local Pirelli stockist now, fronts \$209 RRP each, rears \$315 RRP each. Linkint.com.au

HONDA VENTURA

Ventura have released a heap of new kits for 2014 and 2015 models, including for the 2014-2015 Honda CBR650F and CBR650F, with a variety of choices available, including the Suzuka 35L Touring Kit for \$359 RRP, the Rally-Euro 44-56L Touring Kit for \$399 RRP, Boral 31L Touring Kit for \$399 RRP and Mistral 47L Touring Kit for \$459 RRP. All include mounting hardware and the Astro Top Box is also available for those looking for a hard cased top box. Visit your local dealer to order! Kenma.com.au



8. PARK-N-MOVE

The Park-n-Move is the must have product for all motorcycle owners needing to easily move their motorcycle around the garage. When space is an issue the Park-n-Move allows one person to easily park their motorcycle in any location they desire in the garage.

No modifications to your motorcycle are required and models are available for motorcycles with or without a centre-stand. With a clean compact design, heavy-duty casters and weight capacity of 1100kg the Park-N-Move is the ideal garage addition. \$299 RRP. **Securitygear.com.au**



TW STEEL RACER

Big news from TW Steel, who have launched a white label which encompasses two new collections – the Yamaha By TW Steel line is an extension of their official partnership with the Movistar Yamaha MotoGP team. Six models come in 40mm and 45mm with carbon-fibre cases and silicone straps, each reflecting the Yamaha brand DNA.

They've also now joined forces with Valentino Rossi's lifestyle brand VRI46 to bring the second white label collection. VRI46 By TW Steel also features six models across two sizes with a carbon-fibre case and either silicon or canvas strap. The best part is all watches will retail for \$99 RRP. **TWSteel.com**



EXTREME CREATION

Ben Shaw from Extreme Creations is doing these turbo kits for the Yamaha MT-09, with the expectation of about a 60hp or more increase. The kit starts at \$6599 RRP (there are options available) or \$7500 fitted and tuned. The kit can be fitted comfortably in a single day using basic hand tools by someone with good mechanical knowledge. A small weld is required to join a spigot to the factory headers for the link pipe to connect to.

The total kit weighs just on 15kg and with 8.5kg worth of factory parts removed there is only 6.5kg of weight added.

Extremecreations.com.au



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For all racing and performance street motorcycles where excellence is the only option Silkolene Pro 4 Plus 5W/40 is a great option. Fully synthetic esters provide exceptional film strength and outstanding surface protection from start-up to maximum output in all ambient conditions.

High viscosity index (VI), exceptional shear strength and outstanding thermal stability give excellent stay-in-grade performance and make Pro 4 Plus the ideal choice for highly tuned engines. Developed for racing applications and tested extensively in World and National Superbike competition, Pro 4 Plus grades are also of benefit in high performance or highly tuned street bike engines. Available in one, four, 20 and 205L drums. **Silkolene.com.au**



info@powerbronze.com.au

PH: 0430 535 716

www.powerbronze.com.au

"Online Shop"

THE GOODS



V-TWIN DONK

This model is a simplified version of a real V-twin motorcycle engine and is designed to be a fun project to put together. When finished it's also a practical aid to understanding how a full-size four-stroke motorcycle engine works.

This kit contains all the parts and tools you need to assemble the working model. It comes complete with its very own Haynes Manual, giving you clear step-by-step instructions to guide you through the build process. All you need to provide is the time and three AA batteries. The base includes a sound chip that reproduces the noise of a V-twin engine running while the model operates. \$69.95 RRP. Cassons.com.au

MANTIS TYRE TEMP

Mantis is a ground-breaking new electronic tyre temperature sensor, designed specifically for motorcycles. Using a sophisticated infrared sensor, the Mantis reads and displays to the rider front and rear tyre surface temperatures in real time.

Installing the Mantis digital tyre temperature sensor is a simple matter, requiring only a few hand tools and can be installed by an experienced technician in less than 30 minutes. Maintenance on the Mantis is fast and easy, use a clean cotton swab to remove dirt and debris from the lens on each sensor. The Mantis is not bike-specific and will fit most modern motorcycles. For use on multiple motorcycles, additional wire harnesses are available for purchase, for swapping the Mantis between motorcycles. \$429.00 RRP including postage. Red-mist.com.au



ERIK BUELL LIVES

Buell fans have something more to be excited about with a range of Powerbronze goodies now available for the EBR 1190SX and RX models.

Just released items from the UK factory include the Airflow Screen from \$122 RRP, Seat Cowl from \$214 RRP, Hugger from \$233 RRP, Headlight Protectors, Light/Fly Screen 220mm or 270mm, Front Fork Protectors, Swingarm Protectors and more are due to be released soon.

All Powerbronze items are approved with TUV Quality Standards. Trust the original – Powerbronze – quality that shows. Available at your favourite bike shop, or visit Powerbronzeaustralia.com



STREET ARROW

This performance slip-on silencer developed with Arrow Special Parts is offered by Triumph for the 2013-2015 Street Triple and Street Triple R, or if you're particularly lucky the Street Triple RX. Featuring a stainless steel pressed body with titanium wrap silencer and carbon-fibre end cap, this Arrow slip-on offers an impressive two-hp power increase with the DB killer removed and is E-approved for noise and emissions. Visit your local Triumph dealer.

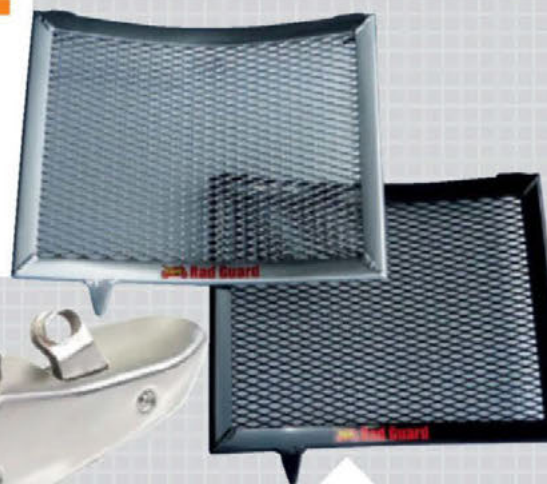


ROAD RACERS

The Sportec M7 RR is the new supersport tyre from Metzeler created to ensure the highest levels of handling and safety, even in the difficult situations encountered on typical Australian roads, such as wet, rough and dirty asphalt.

The Sportec M7 RR comes from the road racing experience of the German brand and is the designated successor of Sportec M5 Interact, featuring all-new profiles, the use of innovative materials in the structure, new compounds and a brand new tread pattern.

The new Sportec M7 RR's main strengths are the sporty handling, excellent behaviour on wet roads and high mileage – increased by 20 per cent compared to its predecessor the M5 Interact. Visit your nearest Metzeler stockist for more info!



LAMS TRIPLE RADGUARD

Rad Guard have designed a Radiator Guard for the Triumph 660 Street Triple 2014 and 2015 models. The guard has been designed with the robust frame system that supports the expanded mesh.

Air flow is one of the most important issues that have to be considered when covering any radiator. The expanded mesh that Rad Guard uses has proven to be the ultimate choice and in conjunction with the robust frame will give you piece of mind each time you venture out on the road. Rad Guards are a must have! Currently on special for \$156 RRP. (02) 6658 0060. Radguard.com.au

BMW Motorrad

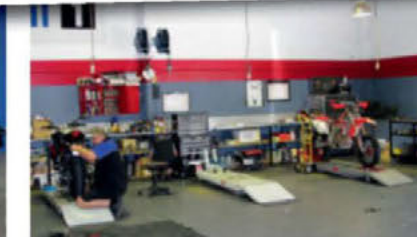
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Your one stop Yamaha and Triumph motorcycle shop on the Central Coast!

Up the coast from Sydney, in the Gosford region if you're looking for a Triumph or Yamaha dealership, you can't go past Ric Andrews Motorcycles.

Ric Andrews provide a full range of both brands, as well as an impressive array of accessories, whether you're looking for road or off road gear, a new set of tyres, or Motul products for a DIY service.

Most importantly however, there are always staff on hand to help you out from the minute you walk in the door, with the service department providing awesome service, whether you're

dropping in for a service, or in my case having to get some insurance work done after a run in with your typical oblivious cager. You really know everyone from Ric Andrews are there to look out for you, which is really important!

Spending just a short time in the store it was easy to see all the happy returning customers, dropping by for various bits for their motorcycle, with many greeted by name on sight.

So if you're looking for one of Australia's most reputable dealers, check out Ric Andrews Motorcycles.





HOW LONG HAVE YOU BEEN IN THE MOTORCYCLE INDUSTRY?

38 years... starting with Woody's Motorcycles, then also buying out Ric Andrews Motorcycles.

DID YOU START THE BUSINESS?

Woody's Motorcycles, yes. Ric Andrews Motorcycles, no.

WHY DID YOU START THE BUSINESS AND WHEN?

To work for myself and also the love of motorcycles at the time. Racing endures and also being part of the evolution of dealerships on the coast.

WAS IT DIFFICULT TO START THE BUSINESS?

Took a while to get going and build up clientele, etc. So some lean times to start with.

HAVE YOU ALWAYS HAD AN INTEREST IN BIKES?

Yes – riding, racing and just all round tinkering on them as well.

WHAT MACHINERY DO YOU HAVE IN THE WORKSHOP?

Dyno, lathes, shock and suspension tools, and normal workshop equipment.

WHAT TOOLS DO YOU USE THE MOST?

We do a lot of fork/suspension setup and now the dyno is on board we've been getting bikes up and running on it.

WHAT BIKES ARE YOU CURRENTLY WORKING ON?

We are currently doing a bit of old school work on a CBX1000 six-cylinder and a K2 CB750 Super Four. Plus we do all the Japanese bikes and Triumph.

WHAT IS UNIQUE ABOUT YOUR BUSINESS?

Ric Andrews Motorcycles has been around the industry for quite a long time, starting in Waitara in the '70s. So maintaining our brand and being customer focused is where we want to keep our niche at.

WHAT DO YOU LOVE MOST ABOUT YOUR JOB?

Being around fellow motorcyclists and talking motorcycles.

WHAT'S THE BEST BUSINESS DECISION YOU'VE EVER MADE?

Taking over Ric Andrews Motorcycles to keep the name going in the industry.

ANY REGRETS?

Not at present!

WHAT ARE YOUR PLANS FOR THE FUTURE?

Offering a top notch brand in Yamaha and Triumph, and looking after the new generation of motorcyclists that are coming through and looking for bikes, accessories, good service and advice.

STAFF:

Eight in total. 

LOCATION:

169 Manns Road, West Gosford, NSW 2250

Website: RicAndrewsMotorcycles.com.au

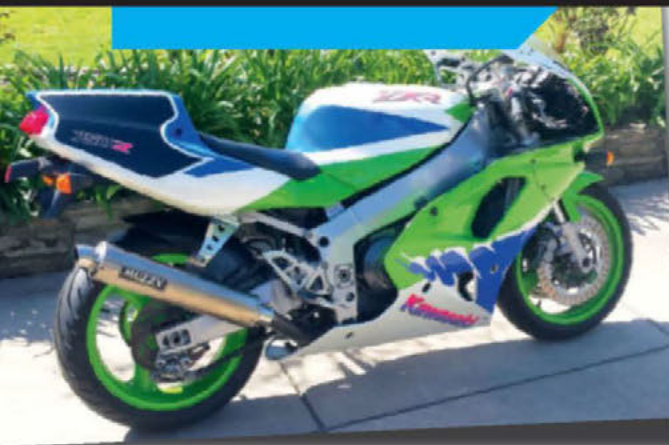
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Email: sales@ricandrewsmotorcycles.com.au

Opening hours:

Monday to Friday: 8.30am - 5.00pm

Saturday: 9.00am - 1.30pm Sunday: Closed



CHRIS, 1993 KAWASAKI ZXR750R

Here's a pic of my ride here in Adelaide, it's my 1993 ZXR750R – M1 homologation superbike, one of 20 imported to Australia as confirmed in writing by Kawasaki Australia. You would be aware this came with a single seat, aluminium tank, flat-slide carburetors, fully adjustable front and rear suspension and more. I also have Marchesini wheels and Ohlins suspension to fit soon.

These are extremely rare now as most were converted into racebikes back in the day and they are rapidly gaining in value worldwide as the prices of RC30s and similar soar.

It's the bike I always wanted and I wouldn't swap it for any of today's current crop.

Hi Chris, you must feel like Mat Mladin riding that around. I remember wanting one so bad in 1994!

JAMES, 2010 APRILIA RSV4 R

Hi guys, this is my 2010 Aprilia RSV4 R with Akrapovic slip-on, Rizoma bar ends, Sato Racing carbon-fibre clutch cover and adjustable levers. Hell of a bike, gotta love that V4 roar! Cheers.

The RSV4 is a weapon and it must sound wicked with that pipe!



DAVID, 2012 HONDA CBR1000RR

Here's a photo of my bike and I. It's a Honda 2012 Repsol CBR1000RR bought from Sunstate Motorcycles. I have put a few old school stickers on it since – Mick Grant, Ron Haslam. I like the Repsol Honda iconic paint scheme!

There's something about the Repsol Honda colours that makes it a very eye-catching combination.



TODD, DUCATI DIAVEL DARK

Hi guys, love the mag! I had my previous ride in issue #61 – Todd, GSX1400 and I now have a brand new Ducati Diavel Dark and it's awesome. Mods so far are a tail tidy, frame plugs, carbon-fibre tank protector, full exhaust with ceramic coated headers and Termignoni muffler with high flow airfilter and a flash tune to suit. Keep up the great mag.

Nice stuff Todd, those Diavel are unlike anything else.



DAN, 2008 SUZUKI HAYABUSA LE

This is my Limited Edition 2008 Suzuki Hayabusa. It's possibly the best money I have ever spent on a motorcycle. Not much has been changed on this bike, as I want to keep it in almost original condition.

It's fitted with Pazzo levers, double bubble windshield, K&N airfilters, Power Commander and tuned to the Yoshimura R77 twin exhausts, with Yoshimura bar ends, black fairing inserts and a rear hugger fitted to keep the underside clean. From seeing the first GSXR1300 released I knew I wanted one and now I can tick it off the to do list.

Thanks for the great magazine and keep up the good work!

Very nice! The Hayabusa is a great all round beast.



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WINNER

JASON, 2012 HONDA CBR1000RR

G'day to the *Rapid Bike* team, this is my Honda CBR1000RR. So far on my Blade I have added a few extras – a carbon-fibre Yoshimura slip-on, Venhill braided brake lines with blue sleeves, carbon-fibre lower fairings and bellypan from Bestem in the United States, rear hugger from Revzilla, RK gold chain, Moto Ink wheel trim, Vortex sprockets, a PUIG dark tint screen and Pazzo levers.

There's still a lot more to do but the wife has told me to reign it in for a little while. I would like to put out there a huge thank you to Carolyn Roche from Darkroom Images for these professional shots at Kangaroo Point on the Hawkesbury River and to Adam from CC Bikeworks at Long Jetty on the Central Coast, a genuine top bloke who does all the work on my Blade and does a fantastic job.



KIM, DUCATI STREETFIGHTER 848

This is my ride, a Streetfighter 848. Jeff may recognise it as the long term he tested a little while ago and mentioned in the middleweight nakedbike comparison. Thought he might like to know it still lives. The bike is much the same with Ducati Performance mirrors, rearsets and the odd pieces of carbon-fibre. I have however changed out the original exhaust for an SC Project number, which opens up that wonderful rear wheel with the added bonus of being much lighter.

Exposing the rear wheel really does wonders for the look of the SF 848 and they are a stunning machine to start with!



DANIEL, 2013 HONDA CBR500R

First time reading and then posting some images to feature (hopefully)! I've got my 2013 CBR500R which I purchased back in September 2013 from my local Honda dealer. She's been a trusty old beast and has given me nothing but fun since. I've sent these photos to share the joy on my daughter's face of being able to sit on 'Daddies bike' – she absolutely loves it.

Starting the indoctrination young Daniel!

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NAME: ROD **AGE:** 53

CURRENT BIKES: 2013 R1, 2006 R1, 2001 929 FIREBLADE, 2003 954 FIREBLADE, 2007 CBR1100XX BLACKBIRD, 1985 FZ750, 2002 YZF1000R THUNDERACE



MY SHED

2006 Yamaha R1

Yamaha FZ750



Honda CBR900RR



FIRST SHED:

This one.

AND YOUR CURRENT SHED?

This one of course!

IS IT COMPLETE?

Only sort of.

MOST USED ITEM?

My bikes.

FAVOURITE TOOL?

Spanners.

MOST PRIZED ITEM?

My original two-owner FZ750.

TINKERER OR PROCRASTINATOR?

Tinkerer.

WHAT ARE YOU WORKING ON NOW?

Modifying the bikes and keeping them spotless.

TUNES?

U2.

POSTERS?

Ford.

BEER TRAGIC?

Heineken.

NEXT ON THE LIST?

I'm an FPV (Ford Performance Vehicles) fanatic and bike mad. I love speed hence the Bullet 1750 boat with F1 Mercury racing engine. It is very very fast. Another bike will also be next, just not sure what yet. **AB**



2013 Yamaha R1

GOT A SHED YOU WANT TO SHARE WITH LIKE-MINDED SHED HERMITS? EMAIL YOUR CONTACT DETAILS TO INBOX@RAPIDBIKES.COM.AU



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BLADE The Blade back protector is simplicity at its best. The all-new Blade Back Protector was designed with very clear objectives, to be as lightweight as possible, to be as flexible as possible and to be as thin as possible whilst still offering unrivalled levels of impact protection.



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The Pro L2K EVO is constructed in multiple layers that are stitched with Kevlar® thread for increased strength and durability and perforated in such a way as to allow partial movement of the inner layers. This movement has a dual purpose, to make the protector more comfortable by allowing it to mould to the body shape and to pump air through the multiple perforations to build up and ventilate between the back when in use.



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The Pro Sub 4 back has been engineered to make it even more flexible and comfortable than ever whilst still offering the ultimate in protection. The award winning Forcefield Pro Sub 4 back protector was designed to withstand greater impacts than any other motorcycle back protector currently available.



For more information visit
www.proaccessories.com.au
www.forcefieldbodyarmour.co.uk



TONY WILDING (POMMIE)

HOMETOWN: CENTRAL COAST **AGE:** 47
OCCUPATION: JOURNALIST/SIGNWRITER

WHAT WAS YOUR FIRST RIDE?

Montesa Cota 247.

HOW OLD WERE YOU?

10-years-old.

YOUR CURRENT BIKE?

GasGas 250.

WHAT ARE YOUR HOBBIES AND INTERESTS?

Trial riding, family and building my '64 custom Cortina.

WHAT ARE YOUR AMBITIONS AND GOALS?

To be wealthy and healthy and raise a good son.

WHO INSPIRES YOU?

Barry Sheen and my parents.

WHAT MAKES YOU HAPPY?

Kicking back after work.

WHAT MAKES YOU AGRO?

Cars sitting in the right lane going slow – just move over!

WHAT WOULD YOU NEVER DO AGAIN?

Get acupuncture cupping!

WHAT'S YOUR WORST HABIT?

Not picking up my laundry.

YOUR FAVE BIKE IS?

I've never ridden one but I'd love a Norton Commando 961.

WHAT TUNES DO YOU LISTEN TO?

Pink...

BESIDES *RAPID*, WHAT'S YOUR FAVOURITE MAGAZINE?

Fast Fours.

WHAT'S THE BEST BIKE YOU'VE RIDDEN?

Triumph Daytona 675 R or BMW HP4 but the most fun was my custom Buell XB12S.

WHO COULDN'T YOU DO IT WITHOUT?

My family. 



EMAIL [INBOX@RAPIDBIKES.COM.AU](mailto:inbox@rapidbikes.com.au)
TO GET YOUR MUG IN ABOUT ME...





As used by Superbike Rider Ben Henry.

HEL BRAKE PADS - NOW AVAILABLE! RACE AND STREET PADS NOW AVAILABLE!

HEL Performance have just released their new line of HEL Performance Brake Pads, which feature two options – the Street Pro pads, which are SPD Sport HH+ compound pads recommended for late model sportsbikes, for road and track day performance. The Track Pro pads are designed specifically for the track to meet and exceed the extreme demands of national and international circuit racing with high friction race compound sintered metal pads!

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IF ONLY...

Forget V4s, if Honda delivered us a new sportsbike, we'll take a new V-twin please – the Honda SP-3.



odenamed RC51, Honda's VTR1000 SP-1 was the bike built to take on Ducati's 916 dominance in WSB. Launched

to huge fanfare in 2000, the 999cc V-twin was long-awaited and well received thanks to the monstrous power delivery and stable handling. It was leagues ahead of the cooking VTR Firestorm and powered Colin Edwards to WSB victory in its premier year and again in 2002. In the same year a Honda re-vamp gave us the SP-2, complete with revised fuel injection to address the snatchy delivery (as well as improve fuel consumption) and tweaks to the rev-happy engine and chassis to boost power by a few hp and shed a fistful of kg too. Unfortunately, within a couple of years the SP-2 was out of fashion. It wasn't winning races, it was heavier and it was more expensive than a lot of the competition. Honda turned their attention to the CBR range instead to spearhead their sportbike range. So while the world waits for the Honda RCV V4 roadbike, we've built a virtual SP-3 to keep us dreaming.

COLOURS



ENGINE

The SP-2 not only makes more power than the SP-1 but it also does it more frugally which is useful when it's perfectly possible to drain an SP-1's tank in under 100 miles. Our updated SP-3 builds on that foundation and revised fuel injectors smooth out the throttle response to address the low-down snatchiness. While the Ducati Panigale has proved V-twin sports bike can make in excess of 160hp at the rear wheel, we'd expect similar but with more useable midrange.



CHASSIS

Using a mix of Fireblade, SP-2 and CBR600RR beam frame, we've kept the SP-3 compact. The single-sided swingarm didn't do the RC30 and RC45 any harm so we've adopted that too. With a smaller wheelbase than previously, our SP-3 is more agile and features Ohlins suspension and Brembo stopping power from the Fireblade SP to ensure it behaves when the going gets tricky.

BODYWORK

As the SP-3 has smaller dimensions than before we wanted to make it visually smaller too. With no option to take a pillion a reduced sub-frame is used, together with a short, stubby tail unit. A large aperture in each fairing side allows the SP-3's side-mounted radiators to stay cool. The front cowl is based on the latest VFR but features LED sidelights on the flanks. The exhaust is hidden in the bellypan and exits near the back wheel to smooth airflow.



HONDA CBR300R AND CB300F

The 300cc segment is the newest LAMS battleground with Honda bringing a new contender to the field...

In our recent LAMS comparison the Honda CB300F was caught in a somewhat unfair comparison, with the little single-cylinder 286cc machine competing against considerably more powerful machines with the judging criteria being fun but some bikes costing over double the price of the Honda.

Following the comparo I had the luck to test out the CB300F's faired sibling, the CBR300R. I rode the bike home from the testing grounds having spent a full day riding a plethora of bikes, followed by a week of commuting duties.

The combination of poorly surfaced back roads, freeway and urban traffic was the perfect test to see how the CBR300R would handle the regular challenges that most LAMS riders face.

The immediate surprise was just how easy to ride the CBR300R was, not to mention that I was having fun, especially

down the freeway really revving the bike out and all without breaking any speed limits! Scouts honour.

Comfort was good with the bike feeling small but not overly diminutive for my 180cm height – keeping in mind this was after a day already riding. I can see larger riders finding the bike a bit cramped however, so test ride first.

Reach to the 'bars is easy and upright, while the 'pegs and foot controls offer reasonable clearance, good grip and ideal placement. Vision through the mirrors is good as long as you're not revving too hard, at which point vibrations really effect vision.

The faired CBR300R is definitely the pick of the two bikes in my mind with the fairings, especially in red, giving the little LAMS weapon a really sports image, reminiscent of the CBR1000RR.

The single front rotor with twin-piston caliper isn't the most powerful and the bite isn't super strong but modulating the

brake is easy and responsive and you're not likely to grab a handful and get yourself into strife, particularly with the ABS option. There's plenty of braking performance there though, in a form that will suit most learners. The rear single-piston unit that grasps a 220mm rotor also provides good control and combined with the front brake, more than enough stopping power.

One feature which did stand out, particularly compared to our Long Term Moriwaki CBR250R last year, was the engine performance. Where the 250R was meatier down low I found the 300R more revvy with a more forgiving power curve down low and more performance towards the top end. This power is available via a smooth gearbox, while the final drive ratios have been lengthened to allow less frantic freeway travel than on the 250R.

Power is claimed to be up an additional 4.5hp over the 250R as well, with torque similarly increased by 3ft-lbs, with the

The CBR300 lacks the bottom end and mid-range of the 250, which is odd, and must be down to the exhaust restrictions and fuelling. Top end is stronger though.





SPECIFICATIONS

2015 HONDA CBR300R

motorcycles.honda.com.au

PRICE: \$5999 + ORC (CB300F – \$5699 + ORC)

WARRANTY: Two-year, unlimited kilometre

COLOURS: Gunpowder Black Metallic, Millennium Red and Tri Colour

CLAIMED POWER: 22.7kW[30.4hp]@8500rpm

CLAIMED TORQUE: 27Nm[19.9ft-lbs]@7250rpm

WET WEIGHT: 163kg

FUEL CAPACITY: 13L

ENGINE: Liquid-cooled, four-stroke single-cylinder, 286cc, 76 x 63mm bore x stroke, 10.7:1 compression, EFI

CHASSIS: Diamond, steel twin-spare frame, Pro-Link swingarm

SEAT HEIGHT: 785mm, Wheelbase: 1380mm

SUSPENSION: 37mm telescopic forks, Monoshock damper, preload adjustable

BRAKES: ABS, single front 296mm rotor, two-piston caliper, 220mm rear rotor, single-piston caliper

WHEELS & TYRES: Cast aluminium multi-spoke wheels, (F) 110/70-17, (R) 140/70-17

INSTRUMENTS: Digital display, analogue tachometer



more performance towards the top end. This power is available via a smooth gearbox, while the final drive ratios have been lengthened to allow less frantic freeway travel than on the 250R.

Power is claimed to be up an additional 4.5hp over the 250R as well, with torque similarly increased by 3ft-lbs, with the capacity increased by 36.4cc over the earlier model thanks to a longer stroke.

The suspension is relatively simple as you would expect for the CBR300R's price bracket, with 37mm telescopic forks and a Monoshock damper, with only the shock preload adjustable, which combined with a steel diamond twin-spare frame offer good feel and stability across the vast majority of road conditions.

It was only across the really poor sections that the shock would be

overwhelmed at speed – a not uncommon problem on most of the LAMS machines available.

The stock exhaust is also a relatively easy on the eyes item, it isn't too big and is stylish in the polished steel with black end cap. The bike is extremely quiet however – almost to the point of seeming electric!

Overall Honda's CBR300R is a great little machine that is perfect for any LAMS restricted rider, with a great price point, good specs and plenty of go for a variety of Australian conditions. Small and light, the bike is easy to throw around and not at all intimidating, with an easy reach to the ground and very cool styling for a 300cc machine. It would even make a great inner city commuter if that's what you needed and fuel economy is tops. **RM**

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2015



BMW

BMW have introduced their new and improved S 1000 RR just in time for the new range of competition...

S 1000 RR

TEST: **ROLAND BROWN** PHOTOGRAPHY: **ARNOLD DEBUS, JÖRG KÜNSTLE, ALBERTO MARTINEZ**



ou can't fault BMW's timing with regard to the S 1000 RR, any more than you can doubt the German firm's dedication to being as important a player in the supersports market as it is in the adventure scene. Five years have now passed since the original S 1000 RR arrived out of nowhere to redefine superbike performance with its outrageous blend of sophistication and sheer power.

So it's again with perfect timing that BMW has unleashed its second-generation S 1000 RR. This is not merely an updated model like the 2012 version, it's a comprehensively redesigned machine whose significance is emphasised by the asymmetrical headlights being swapped, with the larger dip beam moving to the right.

And after a day spent caning it round the Monteblando circuit in the south of Spain, there's no doubt that

although the peak of 113Nm at 10500rpm is up by just one-Nm.

Chassis changes include a new, lighter frame with revised stiffness and revised rake (one-degree steeper at 23.5°), trail (reduced by 1.5mm to 96.5mm), wheelbase (8mm longer, at 1425mm) and swing-arm pivot location (3mm lower). Suspension rates at both ends are tweaked and the RR now gets the option of an updated version of the HP4's Dynamic Damping Control

The first two Monteblando sessions highlighted the BMW's stunning range of performance and refinement...

its new rivals are going to have to be mighty good if they're going to steal BMW's crown.

Apart from that reversed headlight arrangement this RR looks very similar to the old model, but all the bodywork is new, including the tail section that is sharper and more upswept. Handlebars are 5mm wider, the screen is reshaped for improved aerodynamics and sits above a new instrument panel whose long list of digital information includes actual and maximum lean angle, plus current and maximum deceleration rates, maximum traction control torque reduction for each lap and number of gear changes for each lap.

Updates to the 999cc engine include a new cylinder head with new intake cam and lighter inlet valves. A bigger airbox, shorter intake trumpets and a redesigned exhaust also contribute to the increase.

Along with the 6hp increase in maximum power to 199hp at 13500rpm, torque is considerably increased through the midrange

semi-active suspension.

It also comes with a long list of high-tech options and accessories, including a Pro riding mode that adds to the normal three options (Rain, Sport and Race) with a track-focused Slick plus a User mode that allows a rider-defined set-up of throttle response, suspension settings and more.

The launch bikes were all fully optioned-up but overnight rain meant we started in Rain mode, which softens throttle response and cuts peak power, though now only to a still substantial 187hp...

The first two Monteblando sessions highlighted the BMW's stunning range of performance and refinement. In Rain mode it made relearning a slightly damp track almost ridiculously easy, its ABS-enabled brakes helping to gauge grip levels, as did the improved DTC traction control system that smoothly moderated the power, before unleashing all 187 horses on the long main straight once the bike was sufficiently upright. ▶

BMW's bold attack was helped by the global economic downturn that blunted replies from Japan in particular, although even the most aggressive of rivals would have struggled to compete with the S 1000 RR and the high-tech HP4 variant. But the opposition is suddenly looking a whole lot stronger for 2015, with revamped challengers including Aprilia's RSV4 RR, Ducati's 1299 Panigale and Yamaha's YZF-R1, not to mention Kawasaki's Ninja H2.



- 1.** Geometry has been revised to 23.5° rake and trail of 96.5mm.
- 2.** The engine produces six more hp, with more mid-range torque.
- 3.** A revised more aerodynamic screen is now fitted. **4 & 5.** The old fairing style has been maintained but everything is all new. **6.** The asymmetric headlights have been swapped to differentiate the new model.

With slicks fitted for the last two sessions the ABS was amazingly good, the semi-active suspension firmed-up the front-end under braking and the rear under acceleration, helping to keep the bike remarkably balanced and stable, yet also dealing effortlessly with occasional bumps. And the traction control worked so seamlessly that this most powerful of bikes was also remarkably rider-friendly.

The traction control is updated, now giving a more refined response plus, in Slick and User modes, allowing easy tuning through 15 settings by pressing a thumb button on the left bar, as with many top racebikes and Aprilia's RSV4. Even on its highest setting the system cuts in smoothly and restores full power equally seamlessly as the bike comes upright, so you don't always know it's working but it's an excellent system that is well worth having, whatever your level of experience and riding speed.

Electronic features include the optional Gear Shift Assist Pro, which allows clutchless changes both up and down the box. This worked flawlessly, in combination with the slipper clutch and I was surprised how useful I found being able to concentrate on corner entry without needing to think about down-changes. One rider reported a slightly slow and imprecise change but my bike was fine all day. The gearlever can also be very quickly reversed to give a race-shift pattern.

Other electronic updates include a high-tech instrument panel that displays actual and maximum lean angle (I managed 58 degrees through one banked right-hander, while BMW test pilot and very rapid 

Then when the track had dried for the second session, selecting Race mode with a press of the handlebar button instantly firmed up the suspension, restored the full 199hp max and turned the RR into an awesomely fast and sharp-steering weapon... which was outperformed only when I pressed the button again to select Slick mode, which firms the suspension still more, disables the linked braking system (which adds a touch of rear when you squeeze the handlebar

lever) and enables the Aprilia RSV4-style bar-mounted buttons for adjusting the traction control on the move.

Of course the RR is brain-numbingly fast – it was still pulling hard in fifth at over 250km/h on the longish pit straight, when I had to haul on the fearsomely powerful Brembos for the following second-gear right-hander. But it was the BMW's controllability and ease of use even at those extreme speeds that made the biggest impression.

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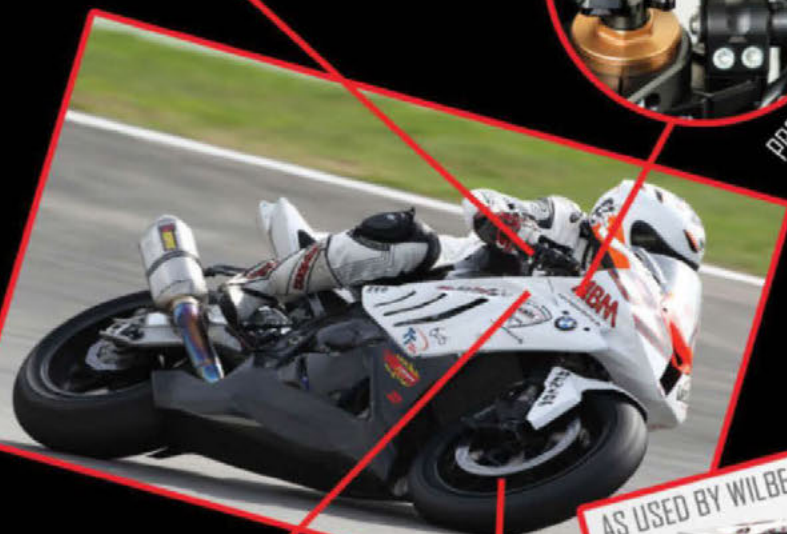
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ex-GP rider Jürgen Fuchs recorded 60 degrees!), acceleration rates and more. For track use there's a launch control and a pit-lane speed limiter that you could also use for fun in the High Street.

And this stunningly powerful track-ready machine is also rider-friendly enough to make an outstanding streetbike. It comes with the option of cruise control as well as heated grips. The way the semi-active suspension softens when the bike isn't accelerating or braking hard should help make the S 1000 RR comfortable on bumpy roads, at least by sportsbike standards.

Braking was also outstanding, helped by the way the DDC system firmed up the front end when required and doubtless also by the 8mm longer wheelbase contributing to stability. The ABS system worked remarkably well even when the Brembos were burying the front slick in the Spanish track when slowing from 250km/h for the tight first turn. But this bike's Continental anti-lock system doesn't incorporate the cornering ABS of the HP4's Bosch ABS, one respect in which even this accessorised S 1000 RR doesn't quite match its more exotic forebear.

That advantage is a rare one because perhaps the most impressive aspect of the S 1000 RR is the way in which this updated model surpasses not only its RR predecessor but the HP4 flagship too (at least when fitted with its main options). Test rider Jürgen Fuchs was a second quicker around a typical racetrack on the new RR than on the HP4, according to RR project leader Rudi Schneider.

In addition to the RR options, buyers can select from a vast range of HP high-performance accessories, including more than a dozen carbon-fibre parts, plus a titanium exhaust and racing wiring harness and seat. The launch bikes were fitted with

the HP Race data logger, which revealed a staggering amount of information, not only detailing lean angles, throttle and gear position all around the track but also providing a GPS trace of my line.

Inevitably, adding most of those high-tech options to the S 1000 RR will make it more expensive than the outgoing model, though it will cost significantly less than the outgoing HP4. It's likely that in some countries BMW will offer a higher-spec model incorporating most of the options, as with the S 1000 R Sport in most markets. What is for sure is that this revamped S 1000 RR is a stunningly fast, sophisticated and useable machine that will be very hard to beat on either road or track.

Talking to Rudi Schneider, S 1000 RR Project Leader he said, "If I had to pick one thing that improves the bike most, it's the rideability. I was certain that the way we could improve performance was to make the bike comfortable for the rider – to provide a bike that is easy to ride. Because when you have a bike that's easy to ride you get faster.

"The torque is also a big improvement, it has really strong torque. And the chassis changes that we made also help. The electronic suspension is brand-new, it's not only imported from the HP4, it's also improved. There are two differences – one is the hardware, which is the next generation and the software is also updated.

"We learned about the suspension in our chassis department and also at the racetracks, from the teams that have used the system. We worked most closely with Wilbers team and the Italian Superbike team, who were both using the semi-active all through the season. And we improved the software with many tests on different racetracks." 

1. A new muffler assists in increasing power with a titanium option also available.
2. The Gear Shift Assist Pro allows clutchless upshifts and downshifts.
3. Controls are high-tech, with Race and Slick modes allowing adjustment on the move.
4. The new sharper tail unit.
5. The Brembo brakes with Continental ABS doesn't include the cornering ABS of the HP4.

SPECIFICATIONS

2015 BMW S 1000 RR

bmwmotorrad.com.au

PRICE: TBA

WARRANTY: Two-year/unlimited kilometre

COLOURS: Blue/White, Red, Black

CLAIMED POWER: 118kW[199hp]@13500rpm

CLAIMED TORQUE: 113Nm[83.3ft-lbs]@10500rpm

CLAIMED WET WEIGHT: 204kg

ENGINE: Liquid-cooled, four-stroke, in-line four-cylinder, DOHC, four-valves per cylinder, 80 x 49.7mm bore x stroke, 999cc, 13:1 compression, DTC, QSA-P, Riding Mode Pro

GEARBOX: Six-speed

CLUTCH: Wet clutch

CHASSIS: Aluminium composite bridge frame, partially self-supporting engine, aluminium two-sided swingarm, Rake: 23.5°, Trail: 96.5mm

SUSPENSION: DDC, USD 46mm telescopic forks, electronic compression and rebound adjustable, preload adjustable, central spring

BRAKES: Linked system ABS, dual floating 320mm front rotors, Brembo four-piston radial mount calipers, 220mm rear rotor, Brembo single-piston floating caliper

WHEELS & TYRES: Cast aluminium wheels, 3.50 x 17in, 6.00 x 17in, Pirelli Diablo Supercorsa 120/70 ZR17, 190/55 ZR17

DIMENSIONS: Seat height: 815mm, Overall height: 1140mm, Overall length: 2050mm, Width: 826mm, Wheelbase: 1425mm

INSTRUMENTS: Analogue tachometer, digital display and speedometer

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2015 MV DRAGSTER



AGUSTA

RR

MV Agusta's Dragster is an extreme machine that polarises riders and following its amazing success MV have introduced the wicked RR version to take things further!

TEST: **ROLAND BROWN** PHOTOGRAPHY: **MILAGRO**

Even MV Agusta boss Giovanni Castiglioni was surprised by the success of the radically styled Dragster 800 that his firm launched at the start of the 2014, "We planned to make 500 but we've already sold 1700 and could have sold 2000 if we'd been able to produce them," he says of the radically styled naked triple whose relatively high price and lack of practicality were clearly no drawback.

That level of demand helps explain why Mercedes AMG was so keen to get involved with MV and recently acquired the 25 per cent stake that should allow the Italian firm to reach the next level by improving its sales and distribution network, as well as designing more models that reinforce the brand's exclusive status.

That original Dragster's popularity also led to this latest follow-up model – an even more powerful, outrageously styled and high priced model called the

Dragster RR. Like the Brutale 800 RR that was introduced at the same time, the hotted-up Dragster combines a more powerful three-cylinder engine with standard fitment quick-shifter and auto throttle blipper. And it adds some extra visual appeal with a stunning pair of wire-spoked wheels unlike anything previously fitted to a streetbike.

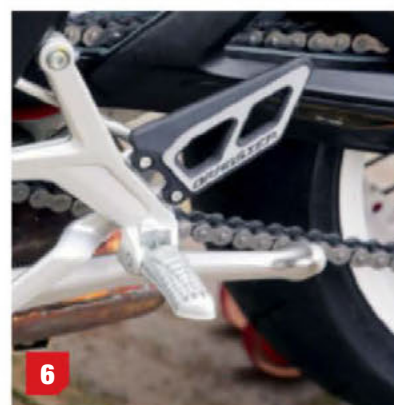
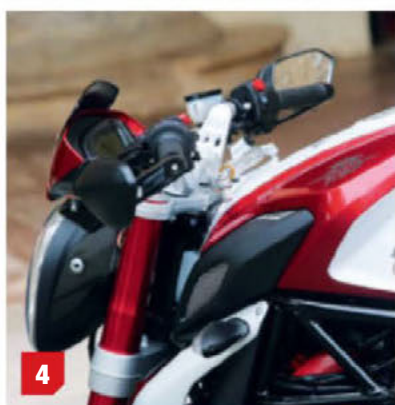
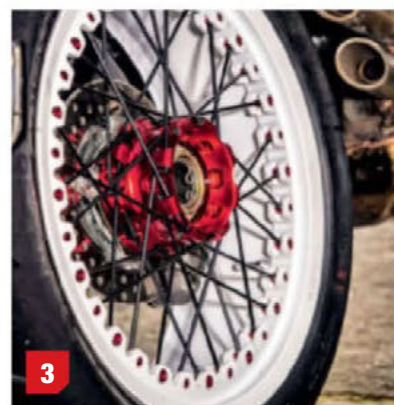
The two RR models share a tweaked version of MV's 798cc, 12-valve triple motor. The unit is mechanically unchanged but its intake system is revamped with a reshaped airbox, larger 50mm throttle bodies and twin instead of single injectors per cylinder. The signature trio of stubby silencers remains but they're new and breathe more freely. The result is increased midrange torque and a 15hp boost in peak power output to a very healthy maximum of 140hp at 13100rpm.

Electronics are also considerably revised. As well as reworked fuelling incorporating four riding modes, one of which is customisable, the RR models are fitted with a standard fitment quick-shifter which, in conjunction with the slipper clutch, allows clutchless changes on both up- and down-shifts. Like the standard Dragster, the RR gets an eight-level traction control system, adjustable via a button on the left 'bar.

There's no change to the chassis layout, based on a compact steel-tube-and-aluminium frame and single-sided swingarm. But the RR's suspension is firmed up slightly to cope with the extra performance. Forks are new 43mm USD Marzocchis with lighter, gold-anodised sliders and super-tough DLC (Diamond-Like Carbon) coated stanchions that are also made from aluminium, saving a total of

over a kg in weight. The bike also gets an uprated brake system that combines Brembo four-pot radial calipers with Bosch ABS, incorporating an anti-stoppie function called RLM (for Rear wheel Lift-up Mitigation). ▀





That 15hp increase to an already very strong engine makes the RR even more rapid and entertaining. The triple accelerates mighty hard and, because it's very light and about half as long as a genuine drag racer, it likes nothing better than to get that unique 17-inch front wheel far from the ground, intentionally or otherwise. At least the seat's shape helps keep your weight well forward as the RR shoots towards its 240km/h-plus top speed, making a delicious three-pot howl through those tiny silencers.

This MV also helps with respectably

crisp and well controlled fuelling via four riding modes, one of them customisable. Both Normal and Sport gave slightly erratic running at a steady 5000rpm in town but generally worked well. Most of the time I stuck to Sport because this adds the RR models' other new feature, the quick-shift auto-blipper that allows clutchless changes both up and down through the box. It worked really well, giving reliable and quick downshifts with minimal effort.

Handling was a bit hard work at times however. The basics are all intact, with a stiff frame, taut suspension and racy

1. The DLC coated 43mm USD Marzocchi are joined by four-piston Brembo calipers. **2 & 4.** 'Bar end mirrors make the bike extremely wide. **3.** The stunning wire-spoke wheels are a real talking point. **5.** The traditional stubby three-pipe muffler has been retained. **6.** The rearset heel plates are custom Dragster items.

geometry on a bike that weighs just 168kg dry. On smooth surfaces it was fine. But the lanes of rural Tuscany were bumpy enough to get it twitching, as the firm suspension passed on every imperfection, sometimes so harshly that it was difficult to prevent the light-action throttle from being affected.

I'm not sure that the super-wide 200-section rear Pirelli helped cornering stability, either, although the agile, hard-charging MV was still respectably quick and could doubtless have been improved by adjusting its suspension to suit the poor



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1. The seat tends to lock you forward and pillows are not advised. **2.** A standard fitment adjustable damper helps keep the bike inline but on really poor surfaces it still became twitchy. **3** & **5.** The Dragster RR's tail is a seriously trick unit with integrated lights. **4.** The tweaked triple-cylinder produces 140hp and has larger 50mm throttlebodies with two injectors per cylinder.

road surface. The RR stopped hard too, occasionally triggering the ABS, which was probably cutting in not due to the front wheel locking but to prevent the rear lifting.

Being tall I sometimes found the seat preventing me from moving back as much as I'd have liked but despite that the Dragster RR provided plenty of entertainment on straight and twisty roads alike. And there's not much point in moaning about this bike's seat, because MV know it's not the most sensible solution and that's not what this bike is all about.

The RR also shares the standard Dragster's end-of-'bar mirrors, which give a good view but make the bike very wide. As with Ducati's Hypermotard of a few years ago, some riders seem to like them and others don't. I preferred them to the Brutale RR's conventional mirrors on the Tuscan test ride but then again we had very little traffic to deal with. In the city I'd prefer normal ones but there's no choice in the matter.

In a way those mirrors, like the unmistakable wire spoke wheels, sum up the Dragster RR, whose strong style and character are sure to generate similarly strong emotions from its riders. And that is just how MV Agusta intends it. The firm's brochure text sums it up, "Absolute

exuberance... With the Dragster 800, MV Agusta pushed the envelope. With the Dragster RR, MV pushes even further."

Don't say you haven't been warned. This is a bike built for style, acceleration, posing, wheelies, three-cylinder sound and even more style.

There are plenty of much more sensible middleweights, especially as the RR's price is around 20 per cent higher than that of the standard Dragster. But if you're looking for jaw-dropping looks, heart-stopping straight-line performance and irresistible charisma from a naked middleweight, nothing delivers like the Dragster RR. **AM**

SPECIFICATIONS

2015 MV AGUSTA DRAGSTER RR

mvagustaimports.com.au

PRICE: TBA

WARRANTY: Two-year/unlimited kilometre

COLOURS: White/Red, Black/Red

CLAIMED POWER: 103kW/[140hp]@13100rpm

CLAIMED TORQUE: 86Nm[63.4ft-lbs]@10100rpm

CLAIMED DRY WEIGHT: 168kg

ENGINE: Liquid-cooled, transverse triple-cylinder, DOHC, 12-valves, 79 x 54.3mm bore x stroke, 13.3:1 compression, QS, auto throttle blipper, TC, riding modes, RLM, RbW

GEARBOX: Six-speed

CLUTCH: Wet, slipper clutch

CHASSIS: ALS steel tube trellis frame, single-sided swingarm, Rake: N/A, Trail: 95mm

SUSPENSION: Marzocchi USD 43mm telescopic forks, preload, compression and rebound adjustable, Sachs monoshock, preload, compression and rebound adjustable

BRAKES: ABS, dual 320mm rotors, Brembo four-piston calipers, 220mm rear rotor, Brembo dual-piston caliper

WHEELS & TYRES: Wire-spoke wheels, 3.50 x 17in, 6.00 x 17in, Pirelli Diablo Rosso II

DIMENSIONS: Seat height: 811mm, Wheelbase: 1380mm

INSTRUMENTS: Digital display



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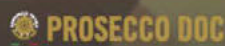
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THE HULK

Two-times world champion Andrew Pitt throws a leg over the Tom Sykes 2014 WSBK Ninja exclusively for *Rapid Bikes*...

TEST: **ANDREW PITT** PHOTOGRAPHY: **KRT**

After not quite getting my request in early enough last year for the chance to do some laps on Tom's Championship winning ZX-10R it was a very welcome phone call from Kawasaki's Martin Lambert asking me if I was interested in riding this year. All I needed to do was make sure I was free for the two available days on track for the journalists at Motorland Aragon. Of course it was also going to be my mate Jonathan Rea's hotly anticipated breakout test on the 2015 ZX-10R as well!

Since I was at Almeria on my standard ZX-10R for the four days leading up to the first day on track I pushed Martin to get me out on track on day one just so everything fitted together a bit better for me. He very kindly obliged and got me third on the list on day one.

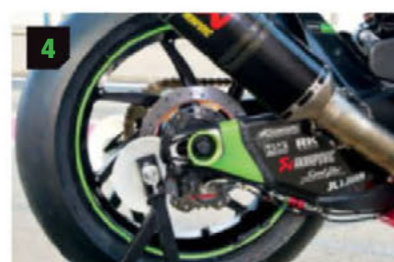
Pulling the curtains back in the hotel room on Monday morning revealed that it had poured rain all night and was continuing to piss down. Upon arrival at the circuit the KRT team manager Guim Roda informed us all that everything would proceed as normal and there would be no waiting or trying to get moved to the second day because they had their own things to test, which also meant that under no circumstances were we allowed to crash either of the two bikes. No Pressure!

Guim apologised for not being able to control the weather and after a technical briefing with one of the Kawasaki Heavy Industries technicians it was time to get suited up.

Pitty has certainly not lost his pace. The two-times world champion was 21-seconds faster than the fastest journo! He was also two-seconds faster than the current Spanish Superbike Champion after just five laps!



Tom's bike has a stock ZX-10R frame with bracing around the headstock and inserts for swingarm pivot point and head angle.



Holy sh@t, rain hadn't really even entered my mind because it just doesn't rain in Spain and since I stopped racing I can very happily choose to simply not ride in the rain – 'the benefit of retirement' my mate Neil Hodgson and I always say to each other and to make matters worse I only had a dark visor.

Tom's Crew Chief Marcel Duinker was calling me over and the warmers were off and it was time to go out on the Number #1 Kawasaki ZX-10R Factory World Superbike. It brought me back to my days racing for the Factory Kawasaki team in World Supersport and later MotoGP although this time the Germans running out of Bavaria had been switched to Spaniards out of Barcelona!

Just as I was about to pull the clutch in and nudge it into gear Guim lent over and told me in no uncertain terms, "Do not crash this bike". With that ringing in my ears I headed out with a quick thumbs up for encouragement from Jonathan Rea, who was smiling in pit lane.

The moment I got onto the track I had a slight issue because Marcel had forgotten to tell me how to get the pit lane speed limiter off so I rode around the first three corners pressing every button I could find until it cleared and went off. Only later did Danilo (Tom's Electronics and data guy) tell me all I needed to do was change into second gear and it switched off automatically.

Finally up and running I had to

1. Magnetti Marelli dash, KHI triple-clamps. 2. Showa shock, KHI rearsets custom-made for Tom. 3. KHI bars, Renthal soft grips, Ohlins steering damper, remote front brake adjuster, map switches, 22.5L alloy fuel tank. 4. KHI swingarm with quick change rear wheel/axle, Marchesini forged alloy rear wheel, Brembo rotor and caliper, JJuan line, Akrapovic exhaust.

remind myself not to use the clutch on the downshift because the ride-by-wire system took care of all of that, with a reverse-shift blip, which is an absolute pleasure to use once you get used to it.

The first thing you notice though is the smoothness in the way the bike comes off the turns when you open the throttle. The No #1 superbike almost feels like a cross between a V engine and the big bang Yamaha. Danilo has worked some real magic with the electronics and the fuelling to certain cylinders. He controls the butterflies to all four cylinders to create the bottom part of the power and the early throttle opening, like a V-twin, while keeping the advantages of the inline-four screamer engine once it starts stretching its legs up top.

The early part of the throttle opening feels like the M1 Yamaha. It is hard to tell if it is related to lean angle or throttle per centage opening or rpm or a combination of all those things and more but I am sure they are more than happy to keep their strategy to themselves!

Add the lightened crankshaft effect on the corner entry and the extra confidence and stability you get running into the turn and the bike actually makes you want to ride it more and more. Even in the wet I would have been happy to do another 20 laps if my teeth weren't chattering. I would have taken the extra big piece of foam Tom has on the back



ABOVE: The bike looks fast standing still in carbon-fibre KHI designed SpeedFiber bodywork painted by Talleres Monjonell. **BELOW:** Stripped down, the bike is stunning.

of the seat off. I assume it's to hold him in place but personally I like a bit more room to move around on the seat and the bike. Tom brakes really hard and late and stops the bike and turns it and then gets the bike up and accelerates as hard as possible out of the turn. Even in the wet I could see the bike is set up to be very stable on the brakes and very stable on hard upright acceleration.

Tom would explain in a little more

detail later on when we chatted why this was the case.

I had one little moment on the gas when I was accelerating onto the long back straight from low rpm in second gear, when I was almost upright and I thought I was past the risky point and I was able to safely keep opening the throttle, when suddenly it stepped out really quickly.

My feet stayed on the footpegs on





Pitty says front feel is amazing while rear edge grip could be improved in the wet.

but I had to close the throttle and take a little more care next time around. You get to around 40 per cent throttle and you feel like you are hooked up and maybe the suspension is reaching a hard point or the link even reaching a hard point but the tyre can't manage it anymore and it lets go. (Tom talks about this in our chat).

Being a factory superbike I expected a really big hit of power at the top end and the bike to really take off but we all know that is not the best way to keep a tyre consistent over race distance and the smoothness in the way the bike builds power is very impressive. You go from the big-bang style early part of the corner exit through the seamless transition onto full power of all four cylinders while quickly going up through the gearbox without any real surge.

You certainly notice how the superbike keeps pulling in the higher gears just as strong as low gears, whereas the Evo bike I also rode flattens off ever so slightly in the last couple of gears. There are no noticeable flat spots or dips in the power curve and it keeps pulling strongly to just over 15000rpm.

I really like the way Tom's bike came into the apex while trail braking and the stability on the brakes, while downshifting quickly at the end of the straight, was simply amazing. It was fun to see how much later I could rush into the turn each lap and still make it around. The only negative was it took some pressure on the lever each downshift to get each gear to go in. More of a mechanical thing but something you needed to be conscious of because once I went down three times only to realise it hadn't gone down the

last gear and I had to kick it down a bit firmer next time. A bit notchy is the term I think best describes it. I overheard Jonathan Rea talking about the same thing later in the day when he got out on the bike for his first couple of runs.

Again the front feeling was great on the brakes and corner entry and being able to trail brake into a turn in the wet is something I don't remember doing that often when I raced! I have never ridden on Showa before but I have always heard that if it is the proper factory Showa material it is about as good as it gets and the feeling I had straight away in the wet was pretty confidence inspiring.

It certainly is a testament to KHI and the whole Kawasaki Racing Team and of course Tom Sykes who has been there from the start of this current ZX-10R, that they have been able to deliver such a competitive superbike.

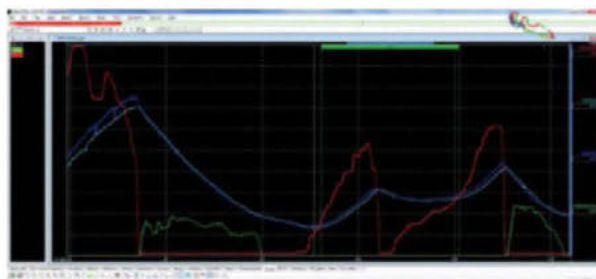
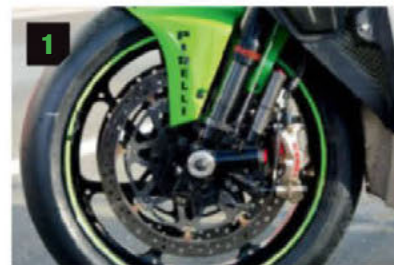
I ended up going five seconds faster on Tom's Superbike than the Evo bike but I know probably only half of that is relevant because I was getting better each lap with the conditions and getting my brain up to speed again but I felt much more in control at a faster speed.

Unfortunately I got the 'IN' board one of the few times I wanted to actually keep going in the wet because they have done such a great job with the bike.

I had managed to bring both bikes back in one piece and therefore Guim would probably invite me back next year to hopefully ride another Championship winning Kawasaki but for now it was time to grab a quick chat with Tom and his side of the garage.

Many people are still talking about the inner conflict between Loris Baz and

1. Marchesini wheel, Brembo rotor and calipers, JJuan lines, Brembo pads, Showa forks. 2. Engine spec's are a secret but Magneti Marelli ECU and all management is used with a KHI wiring loom. 3. Quick action KHI throttle, Brembo 30mm radial-pull master-cylinder. 4. Uni Racing make the stickers and decals for the bike and it looks fantastic too!



The overlay of Andrew and Tom on the bike shows how AP was not hanging around.

Tom Sykes but I didn't even ask Tom about that because you can see he is fully focused on regaining the title again in 2015 and seems very methodical in his approach and seems to know exactly what they need to do and where they need to improve to get it done.

The other thing to throw into the mix is a new teammate in the shape of Jonathan Rea who the whole world has

been waiting to finally get off the Honda onto something more competitive, so I think in terms of the bike with these two guys both very experienced leading the development, they should be quite confident but in terms of peace in the garage I don't think things are going to get any easier for Tom. They are both professionals and smart enough to know that if they put their heads together and make a good bike they can sort the rest out on the track.

SPECIFICATIONS

ENGINE: Inline four-cylinder, liquid-cooled, DOHC 16-valve, 998cc, 76mm x 55mm bore & stroke, Magneti Marelli Ride-By-Wire EFI with 47mm throttle-bodies and oval sub-throttles, electric motors fitted to throttle-bodies for RBW, lightened crank, KHI camshafts, conrods, pistons, cylinder-head, gearbox, clutch all top secret! Akrapovic Ti exhaust system, KHI wiring loom.

CHASSIS & BODYWORK: Stock ZX-10R frame with bracing around the head stock and an insert for head angle changes. Swingarm pivot point adjustable, factory swingarm, carbon-fibre sub-frame, KHI rearsets, 'bars, levers and controls, Showa factory suspension, Marchesini wheels, Brembo brakes, SpeedFiber carbon-fibre bodywork.

PERFORMANCE: Approximately 220hp@15,000rpm, 165kg.



Being able to trail brake into a turn in the wet is something I don't remember doing that often...

Andrew Pitt rode the Salom EVO title winning bike and Tom Sykes's bike. Next issue we will bring you the EVO test.



TEAM INTERVIEW

DANILO CASONATO (DATA ELECTRONICS)

AP: Tell me about the engine control?

DC: This is just the effect of the Ride by Wire system where you can manage cylinders 1 and 2 and cylinders 3 and 4 in a different way. Like you said you felt it we can use two cylinders with more power and two cylinders with less power. On the corner entry we have only one cylinder burning and therefore less engine brake and it is easier to control rather than all four cylinders.

AP: How do you guys compare to your competitors on the electronics side?

DC: Of course we try to watch what the other guys are doing and take notice but mostly we are always learning and our aim is always to react to what the riders are asking for, so I suppose it is the riders that drive the direction of development.

MARCEL DUINKER (CHIEF MECHANIC)

AP: I started by asking Marcel where they saw themselves in terms of competitiveness and strengths and weaknesses.

MD: I think at this level everyone is pretty equal in the end it is just each bike has different concepts and different strengths for example we have an inline four screamer so for the last few years we have worked very hard to come as close as possible to the positive concept of the softer V engines and I feel really proud that we were able to do this with our type of engine.

Our speed over the whole season in terms of race pace was amazing.

The slight changes in the rules didn't affect us so much this year with engines limited to eight because the Kawasaki is a strong engine and we lost no power at all.

TOM SYKES (LEGEND)

AP: Well mate I have just taken your bike for a ride so firstly thanks for letting me out on her and I must say I really enjoyed it. What impressed me the most was the smooth connection when starting to open the throttle and

the ride by wire system on corner entry. The first part of the throttle opening though is really impressive has this been a big point that you guys have worked on from day one?

TS: Well yes because being an inline four it certainly is going to be more aggressive on the initial throttle opening and acceleration so we needed to create something where our competitors have strengths. We also wanted to keep the advantages of the inline four and I suppose mask some of the difficulties with the nature of this bike. I feel we have managed to do that very well and we have a very good base to start from every time we roll out on the bike but saying that we still have some limitations especially in the wet on the side of the tyre at full lean angle.

This is more from the suspension side of things and most particularly the rear. The electronics give you the confidence to open the throttle but then when you get to about 40% throttle opening on full lean angle you arrive at the physical (or mechanical) limit of the traction and then you can't keep opening the throttle, which then stops you running the lean angle you want or feel you should be able to have and hence carry the correct corner speed.

AP: So you kind of get to that point and just have to wait until you can get the bike up and onto a safer part of the tyre. You can't keep building speed?

TS: Exactly and a perfect example of that was the second last round at Magny Cours when Leon Haslam rode around the outside where if I had made just a few more degrees of lean angle and increased the corner speed I would have had a highside. It's unfortunate really because other than that the bike is real nice to ride. That problem that I have just mentioned in the wet is still ever so slightly present in the dry too and we can sometimes find a way around it but places like Qatar and Jerez and Magny Cours where you are on the side of the tyre for long periods of time is hurts us.

Our advantage with this bike is that it works pretty well in all departments

The Kawasaki Racing Team truck and hospitality is certainly flash, just like the team bikes!



Andrew was the sole Aussie journo present. Being an ex Kawasaki Supersport World Champion and Kawasaki MotoGP rider made him more than qualified!

and that was my goal from day one to make a very usable bike to win a world championship on.

AP: Chassis wise are they trying to address this and also Showa are they coming with ideas?

TS: Yes Marcel has been picking his brain and coming up with ideas and thankfully both KHI and Showa have come here with some new parts and ideas to try so I am quite positive and hopeful we are going to get there. Without elaborating we have plenty of parts to try and we know what we need and now testing away from the race weekends we can get through it all and get it sorted. **RR**



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TWEAKED

UNLIMITED YZF-R1

WORDS: KRIS HODGSON PHOTOGRAPHY: IAN JUDD

UNLIMITED EDITION YZF-R1

This custom YZF-R1 could be the ultimate SBK rep, with far more than a quick glance required to start realising just what's gone into the bike.



When we first heard from Ian here at *Rapid Bikes* it was because he was entering his bike into *My Ride* and had sent along a couple of shots. To say we were astounded with his take on what he calls a 'Unlimited Edition' Yamaha YZF-R1 is an understatement and we set out to get the full story, only to discover that Ian hails from the US.

Luckily apart from great taste in customising motorcycles, Ian is also handy with a camera and was able to provide a full shoot so we could feature his bike, despite the difficulties of distance.

The story of this Anniversary Edition 2006 Yamaha YZF-R1 starts simply enough, with Ian spotting the bike and knowing straight away it needed to be his.

"I originally bought the R1 on a bit of an impulse," explained Ian. "My sons were visiting at the time and wanted to find some jackets that may not have been available in the UK, so we wandered through the local dealers until we got to my local Yamaha dealer. There on display was the 2006 LE Anniversary R1 as well as the updated regular models in the iconic paint scheme.

"Being an old fart and growing up watching King Kenny racing back in the day the Yamahas were always a personal favourite," Ian added.

"When I saw the R1 in oldschool livery the way a real Yamaha should be, it was as if it was meant to be – I didn't question the reasoning I just bought it."

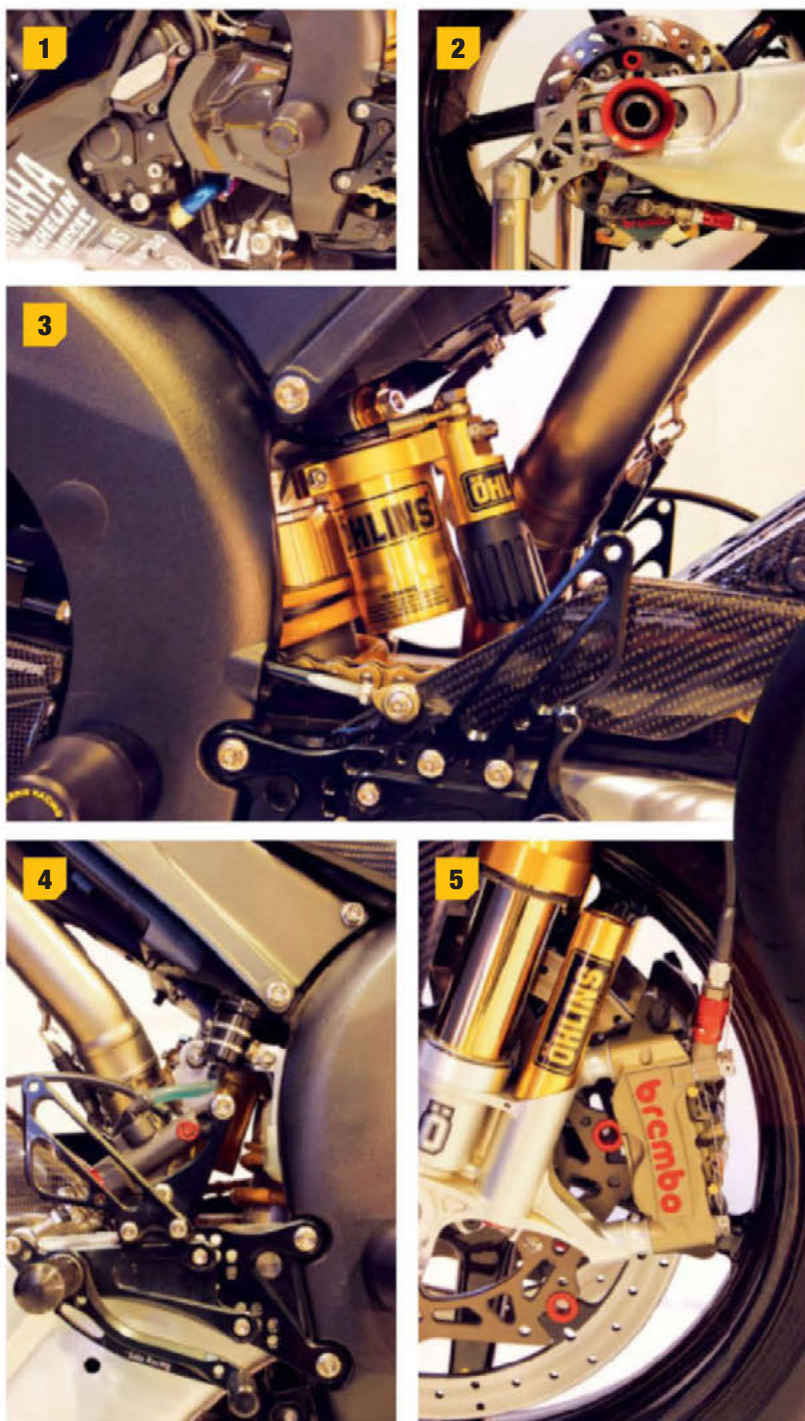
2006 was the 50th anniversary of the YZF-R1 and the bike received an update across all models with an extended swingarm, revised forks and cylinder head for additional power and a very special paint scheme.

The Anniversary Limited Edition on the other hand was a run of just 500 models available in the US, that was considerably more expensive and boasted Ohlins suspension, Marchesini wheels, rear ride height adjustability and a slipper clutch...

"This model isn't the LE," explained Ian, "But then I couldn't afford the LE when I bought this bike anyway!

"In the eight years since though, I have been gradually making my own version of the LE which I have chosen to nickname the R1 Unlimited Edition..."

From a performance standpoint this R1 hasn't been massively modified, except for the obvious weight reduction from a number of components, with engine modifications not a concern, particularly as Ian currently has an additional worked engine he is building another R1 around. ■



"The bike has no engine mods as it was always going to be a road bike that would be ridden, so reliability was the main concern," explained Ian. "I've got a race engine that I'm building another R1 around though – that is reported to put out numbers pushing 190hp plus and has been fully worked, but I'm happy with this bike as it is."

What was added was a full race radiator with Samco hoses, using Adel Wiggins fittings, along with Factory Pro velocity stacks, a K&N airfilter, full Akrapovic exhaust system and a Power

Commander III for tuning.

The gearing also has had a tooth taken off the front with a Superlite drilled sprocket and one added on the rear for streetability with a Driven item, with a DID 520 ZVM-X chain conversion done when the sprockets were chosen. A Bazzaz QS4 quickshifter was also added with the bike running race shift pattern for that real racer feel, while a DRD Speedo Healer keeps the dash reading the right figure after the gearing changes.

The frame is one of the few items that has remained untouched, with the stock

1. Akrapovic carbon-fibre sprocket cover, Woodcraft engine sliders, Harris Racing crash knobs. **2.** BrakeTech Axis rotor, Brembo 84mm Axial Ni-Cad caliper, quick release axle. **3.** Ohlins YA 343 shock, CleverWolfe carbon-fibre chain guard. **4.** Sato Racing adjustable rearsets, Brembo master-cylinder, billet brake reservoir. **5.** Ohlins FG 670 Superbike gas forks, Brembo P4 34/34 monoblock calipers, BrakeTech Axis full floating iron rotors.

offering retained but sporting upper and lower frame plugs, while the triple-clamps were replaced with Italian billet IMA Model 4 Evo fully adjustable offerings and matching IMA adjustable clip-ons. The clip-ons hold CRG 'bar end mirrors, with Graves adaptors allowing fitment, while Renthall grips are joined by a Brembo 19 x 18 billet front master-cylinder and Rizoma billet front reservoir and bracket.

A matching Brembo HPK clutch perch and switch balances out the other side of the 'bars, while on the left Euro controls integrate a fan override switch, and a 2009 R1 right-side control provides a mode switch which allows control of the high-tech Translogix F Series race dash. Both bars sport Graves 'bar-ends in black.

The IMA triple-clamps hold Ohlins FGR670 gas forks, which are some serious kit for a roadbike, while a Ohlins steering damper has also been fitted with a Harris





OWNER PROFILE

NICKNAME:

Redgecko

LOCATION:

Wisconsin, USA

AGE:

56

HOW LONG INTO

BIKES: 40 years.

OTHER BIKES

OWNED: '72 Puch 50 Motard, '74 Yamaha DT125, '76 Suzuki GT380, '75 Yamaha XT500, '75 Kawasaki Z900, '76 Bultaco 350 Sherpa, '80 Kawasaki Z1300, '84 Honda VFR750, '86 Kawasaki GPZ1000, '90 Kawasaki ZXR750, '00 Gas Gas 280, '06 Yamaha YZF-R6, '04 Yamaha YZF-R1, '13 Kawasaki Concours

BIKES DESIRED:

I would still like to find a nice Motard so I'm hoping Yamaha will bring a street 450 to the US eventually.

OTHER INTERESTS:

Fishing, travel. I was an avid scuba diver when I lived in the UK but I'm too far from the ocean now. More motorcycling!

damper mount. Bolted to the bottom of the Ohlins forks is a set of Brembo P4 34/34 Monoblock calipers, fitted with Ferodo XRAC pads and contacting BrakeTech Axis full floating narrowband iron rotors.

Naturally the front brake lines are Fren Tubo Type II SS braided offerings, complete with Staubli Quick Disconnect fittings, while the caliper bolts have been replaced with Pro Bolt titanium race bolts, with Greggs Customs titanium caliper spacers. The braking system runs ATE Super Blue brake fluid, following the race specific theme of this build, while the caliper bleed nipples are Pro Bolt titanium offerings.

Other Pro Bolt titanium fixings on the front-end also include the clip-on bar and fork/triple pinch bolts, reservoir bracket bolt, front rotor bolts, damper bolts, master-cylinder bleed valve, as well as full titanium fixtures for both the Brembo master-cylinder and lever, as well as the

Brembo clutch controls. An alloy Evotech top yoke nut also adorns the triples.

With practically the whole front-end custom components, it comes as little surprise to find that the front wheel is also a BST carbon-fibre 17 x 3.5in offering, fitted with a Dunlop Sportmax Q3 tyre which is matched on the rear.

The fairings are standard items, albeit with Greggs Customs indicator and mirror block-off plates, DZUS fasteners, a Magical Racing screen held by a Pro Bolt kit and GYTR carbon-fibre tank lowers, with painted ram air intakes in Raven Gloss black, instead of the original matt plastic finish.

The front headlight was also modified, with the running lights converted into LED indicators and a carbon-fibre front guard replaced the original.

The tank is the original item, with a Harris Racing 1/4-turn gas cap and Pro Bolt

bolts, with the tank bolts replaced with Pro Bolt titanium items at the front and rear. Just this year Ian was also able to attend the US GP, where he met Colin Edwards who signed the OEM filter box (front tank panel), which has since been clear coated to protect the signature! The final addition to the tank was a GYTR carbon-fibre tank pad to help prevent scratches, with the bike being ridden so often.

Where the engine may be internally stock the same can't be said externally, with Ian choosing a variety of aftermarket protectors to help keep his pride and joy in one piece in a worst case scenario, with Harris Racing sliders adorning the clutch, frame and gearbox, while Woodcraft case sliders were added to both sides of the bike for additional protection.

A custom aluminium radiator guard also ensures road debris doesn't cause damage to the race unit, while an

Akropovic carbon-fibre clutch protector was added with a matching front sprocket cover from the same manufacturer.

With the front-end of the bike being so impressive it's hard to imagine the rear would still be able to impress but Ian hasn't disappointed with some amazing kit on this end as well, starting with a Harris Racing swingarm.

"The Harris swinger is something that I had been longing for, for years," explained Ian, "And a couple of years ago I got a message from one of my friends in the UK that someone was breaking a Jentin racebike and that there was a swinger in the small print..."

"I was on the phone immediately and agreed to purchase after seeing a few pictures. I had it shipped to my friend in the UK who was going to send it on but upon arrival it wasn't in the condition we had hoped for.

"There was a small dent on one side, with a larger dent or crease on the bottom of the other and it hadn't come with lifters, an axle, caliper hanger or even wheel adjusters!"

With what seemed like a disaster on his hands, Ian's never say die attitude took over and he started getting into contact with those in the know, with plans on fitting BST wheels both front and rear and needing the swingarm fixtures for everything to fit. A mate of his who ran a bike repair shop



in the UK and who had dealt with Harris in the past got in contact with them, with Harris Racing happy to help out.

"After some back and forth the swingarm was returned to my friend," added Ian, "And all the parts had been made, including repairing the smaller dent in the swingarm, with the larger dent left due to rising labour costs..."

"Long story short I got a quote for the larger dent to be repaired as well and back it went for the second repair, with the repair job being superb – I couldn't even tell where the damage had originally been!"

With the Harris Racing Superbike Widetrack swingarm fully repaired and

1. Translogic F Series race dash, IMA Model 4 Evo triple-clamps and adjustable clip-ons. 2. An Akrapovic full system is fitted. 3 & 4. Brembo 19 x 18 radial master-cylinder and clutch switch and perch.

ready to go in bare aluminium, Ian was stoked, especially with the quick change axle and custom captive rear caliper bracket, with BST helping out in providing specs and measurements to ensure the carbon-fibre wheel would fit.

The BST wheels both run on ceramic bearings, with titanium cush drive pins from Pro Bolt, with angled valve stems providing easy access and the quick release axles both front and rear.

Joining the stunning BST rim and Harris swingarm on the rear is a Brembo 84mm Axial caliper in Ni-Cad finish, with a BrakeTech Axis full floating iron rotor, Spiegler SS brake line and Staubli quick disconnect fittings – naturally with titanium hardware from Pro Bolt.

An Ohlins YA343 shock was also commandeered and fitted for the bike along with a 2006 LE adjustable linkage, again held with full titanium hardware from Pro Bolt, with a CleverWolfe carbon-fibre chain guard and rear hugger helping keep road grime off the shiny new additions.

Sato Racing fully adjustable rearsets were another addition, naturally in black, with a Brembo master-cylinder joined by a Rizoma billet reservoir, and G-Craft return spring and adjuster, while a carbon-fibre shark fin protects the rear sprocket.

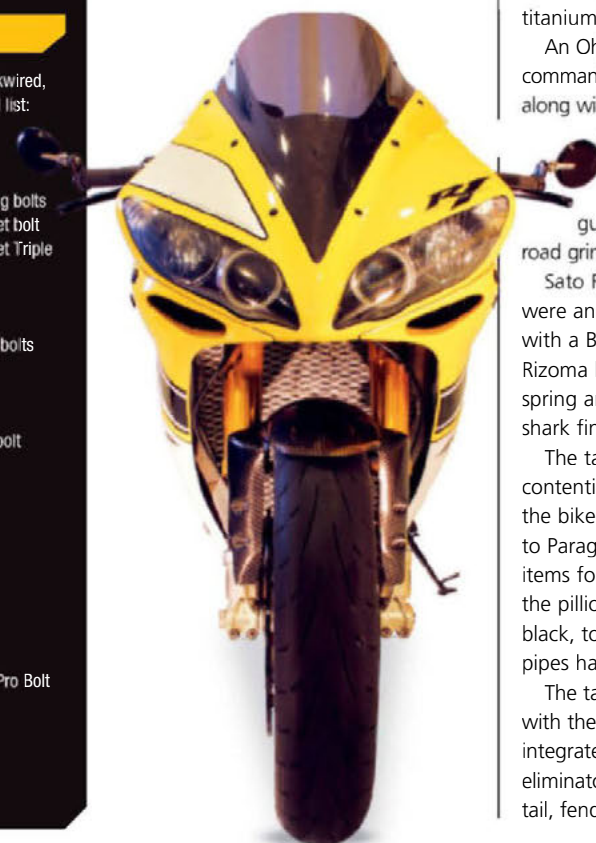
The tail was also a matter of contention, needing to suit the rest of the bike's race theme, with Ian taking it to Paragon Customs who used the OEM items for a race tail conversion, removing the pillion seat and finished off in gloss black, to better highlight the Akrapovic pipes hanging from under the tail.

The tail was then further tidied up with the addition of a Moto Dynamics integrated taillight, Greggs Customs fender eliminator and billet tag light. Naturally the tail, fender, and rearset bolts were all of

PRO BOLT

Ian has used an extensive list of titanium Pro Bolt fixings with many lockwired, which his wife describes as, "Jewellery for his Mistress". Here's the full list:

- Throttle bolts
- Clip on bar bolts
- Clip on fork bolts
- Reservoir bracket bolt
- Tank bolts
- Rear Rotor bolts
- Front Rotor bolts
- Bleed valves
- Damper bolt
- Fender bolts
- Rear Sprocket bolts
- Race Spec Stabiliser bolt
- Brake Lever Pivot nut
- Front bleed valves
- Master bleed valve
- Race Spec Brake Lever Mounting bolts
- Race Spec Brake Lever Pivot bolt
- Brake Lever Pivot nut
- Race Spec Clutch Lever Pivot bolt
- Race Spec Clutch Lever Mounting bolts
- Race Spec Clutch Lever Pivot nut
- Race Spec Clutch Protector cover bolts
- Race Spec Fairing Stay bolts
- Fairing Stay nuts
- Race Spec Front caliper bolts
- Race Spec Knuckle bolt
- Race Spec License Plate bolts
- Race Spec Rear Lifter bolts
- Race Spec Rear M/C bolt
- Race Spec Rearset Mounting bolts
- Race Spec Reservoir Bracket bolt
- Race Spec Reservoir Bracket Triple bolt
- Race Spec Shift Rod bolts
- Race Spec Shock bolts
- Race Spec Stand Mounting bolts
- Race Spec Stand Pivot bolt
- Stand Pivot bolt nut
- Race Spec sub-frame bolts
- Race Spec Tank mounting bolt
- Rear fork pinch bolts
- Rear M/C lock nut
- Rearset Lock nut
- Rearset Mounting bolts
- Mid fairing bolts
- Mirror bolts
- Stand switch bolts
- Mid exhaust bracket
- Mid exhaust bracket
- He also used the following Pro Bolt aluminium kits:
 - Gas cap bolt kit
 - Black aluminium tail bolts
 - Valve caps
 - Screen bolt kit



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ARCHIVIO PELLE

The burbling sound of an engine at idle, the lights reflecting on the polished tank and chrome exhausts, the smell of burnt oil. The charm of the '60s and '70s is celebrated in this jacket with a great personality and loving details. The jacket takes its name from the Dainese archives from which it draws inspiration. The Archivio Leather jacket is finished in dyed leather cowhide to give it a vintage, aged look that conceals modern technical solutions like the Pro-Shape soft protections and the option of fitting a back protector. The allusions to motorcycling legends of the past that characterise it, make this jacket a must for all lovers of motorcycling history.

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1. The airbox cover signed by Colin Edwards at the US GP in 2014. 2. The original tail was modified to remove the pillion seat by Paragon Customs. 3. Colin Edwards and Peter Lenz #45 stickers. 4. Ian's custom decals for his 'Unlimited Edition'. 5. The Harris Performance aluminium superbike widetrack swingarm.

the titanium variety from Pro Bolt.

The end result of all of Ian's hard work is a stunning looking machine, that would probably be overlooked by the unaware, who wouldn't be able to spot the numerous modifications, which while subtle turn a great looking motorcycle into an extremely modified machine.

"She rides like a dream now," explained Ian, "And the culmination of all the work is amazing... the suspension is arguably a bit firm for a street bike but not excessively and the bike has a beautiful race stance and that's how I like it."

"The bike spools up really fast with all the weight loss and the wheels make a huge difference there too, with braking a one finger affair. I added a 55-profile rear tyre which also helps tip in and the bike flicks from side to side effortlessly."

The bike has been weighed and with a full tank of fuel came to 179kg, which isn't bad considering they had a claimed dry weight of just 174kg and this is with the standard fairings, sub-frame and tail!

Whether such an impressive and race inspired bike sees any track time was my first question after seeing the modification list and Ian admitted his answer might be a bit controversial, "The bike is full of

track parts – more than I ever anticipated and this is actually an area that a lot don't understand. I frequently get asked, 'Why would you have all those track parts on a road bike?'...

"I have ridden at the track in my younger years but this bike will not be tracked... I now have far too much invested in it, it's way more than I ever dreamed and I'm just not prepared to trust myself on the track."

The end result is amazing considering Ian started his mods by joining the R1 Forum and fitting the usual sliders, 'bar ends, tail tidy and levers, he's come a long way since, with the forum providing a great sounding board and source of inspiration – especially when you consider that Ian has created this build over a number of years, while working within a very strict budget.

"I have done all the work myself with the exception of the fabricating and tail conversion," added Ian.

"I've had fun and frustration as you'd expect but the overall sense of achievement is well worth it. It's been a 'learn as I go experience', with great support from all the like minded and equally obsessed internet friends, not to mention my buddy Brian who has kept me sane some days! 

SPECIFICATIONS

ENGINE: 2006 Yamaha YZF-R1, race-spec radiator, Adel Wiggins fittings, Samco hoses, Factory Pro velocity stacks, K & N airfilter, Power Commander III, Bazzaz quickshifter, 520 chain conversion – DID gold chain, Driven rear sprocket +1T, Superlite drilled front sprocket -1T, DRD speedo healer, Akrapovic full exhaust system

CHASSIS: 2006 Yamaha YZF-R1, IMA Model 4 Evo triple-clamps, Evotech Performance alloy top yoke nut, IMA adjustable clip-ons, Ohlins FG 670 Superbike gas forks, Harris Performance aluminium Superbike widetrack swingarm, quick change axles, 2006 LE adjustable linkage, Ohlins steering damper, Ohlins YA 343 shock, BrakeTech Axis full floating iron front rotors, Brembo P4 34/34 monoblock calipers, Greggs Customs titanium caliper spacers, Ferodo XRAC pads, Brembo 19 x 18 radial master-cylinder, Fren Tubo Type II stainless steel lines, Staubli quick disconnect fittings, Rizoma billet fluid reservoirs, Brembo clutch switch and perch, BrakeTech Axis full floating iron rear rotor, Brembo 84mm Axial Ni-Cad rear caliper, Brembo sintered pads, Speigler stainless steel brake line, Sato Racing adjustable rearsets, G-Craft master-cylinder return spring and adjuster, BST carbon-fibre wheels, ceramic wheel bearings, Dunlop Sportmax Q3 tyres, See breakout for Pro Bolt fixings

BODYWORK: 2006 Yamaha YZF-R1 fairings, Dzus fasteners, Paragon Customs YZF-R1 modified tail, upper and lower frame plugs, modified headlight for integrated LED indicators, GYTR carbon-fibre tank lowers, CleverWolfe carbon-fibre front and rear huggers, Magical Racing screen, Yamaha Raven Gloss Black ram air tubes, Greggs Customs fender eliminator and mirror block-offs, CRG 'bar end mirrors, Graves bar 'end mirror adapters, Renthall grips, Translogic F Series race dash, European R1 left switchgear, 2009 R1 right switchgear, GYTR carbon-fibre tank pad, Harris clutch, frame and gearbox sliders, Akrapovic carbon-fibre clutch and sprocket protectors, Woodcraft case sliders, custom aluminium radiator guard, Moto Dynamics integrated taillight, carbon-fibre shark fin guard, Harris Performance 1/4-turn gas gap, See breakout for Pro Bolt fixings

SPECIAL THANKS:

- My wife more than anyone for putting up with my addiction and understanding what it means to me.
- My close friend Brian, who's been there to help, as a sounding bag for ideas and sometimes to just keep me sane.
- A group of friends known as the R1 Performance Group, who helped source and delivery parts, repaired parts, helped with advice and never ridiculed when I asked something stupid. A better group of likeminded nutcases you would never find, with a passion for bikes that is second to none.
- Lester Harris from Harris Performance.
- Terry from BlackStone Tek (BST).





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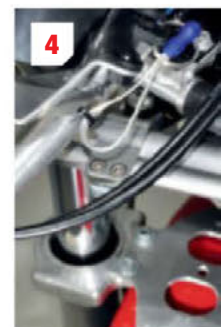
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THE BOSS

TEST: **JEFF WARE** PHOTOGRAPHY: **RUSSELL COLVIN**

Old school is cool and, as we find out, pretty damn fast...

The past five years has seen the classic racing scene here in Australia become more competitive than ever. In fact, the pointy end of the P5 or Forgotten Era Unlimited field is as competitive, if not more competitive, than our premier class modern racing is. Names like Shawn Giles, Malcolm Campbell, Robbie Phillis, Steve Martin, Cameron Donald, Brendan Roberts, and Beau Beaton just to name a few legends. At the Phillip Island Classic we had John McGuinness and Jeremy McWilliams here also. These guys are International heroes and their lap times on these 30-plus year-old machines are only a few seconds off a current domestic superbike time. It's mind blowing.

This machine happens to be one of the most immaculately presented racing motorcycles I have ever seen in the flesh. It truly is absolutely spotless and perfect.

I met Rex and his equally famous brother Clyde at Broadford on the Saturday and was greeted with the stunning machine surrounded by an enthusiastic crowd with

Rex busy chatting to fans and customers.

The bike was on warmers and ready to go so I didn't muck around and geared up, eager to get on track.

With an hour to kill I walked around the bike and took in Rex and Clyde's art. The machine is based around a Harris F1 frame, ordered by Rex to T-Rex geometry and swingarm pivot and length specifications. Years of experience means they know the numbers to use and riding the bike proved this to me.

The frame kit is modified to house the CB1100R engine and is powdercoated black, as is the box-section swingarm. The bodywork including the seat unit, front guard, fairing and fuel tank are Harris units but the rest of the bike is made here in Australia and the quality is stunning.

The triple-clamps are C&C Motorcycle Engineering billet items, made to squeeze the 41mm conventional forks that run T-Rex internals. The handlebars and even levers are also by C&C, which is Clyde's business, as are the rearsets and

rear brake lever, along with the gearlever – which is set up in race shift pattern.

Believe it or not, those stunning XR69 replica rotors are also made by Clyde in his Melbourne workshop. Period AP Racing monoblock twin-piston callipers and Bendix brake pads squeeze them. Fluid from the Nissin master-cylinders is pressurised in Venhill brake lines.

The rolling unsprung mass is minimal with ultra lightweight Dymag wheels and Pirelli SC2 racing slicks. The rear rotor is also a one-off and the rear caliper a two-piston period Brembo unit that is independent from the swingarm and retained with an adjustable alloy rose-jointed torque arm. Both front and rear axles are oversized and titanium, as is the swingarm pivot. Ohlins shocks provide rear suspension control.

The main fairing bracket is a gorgeous alloy handmade unit and has a centrally mounted Scitsu analogue tachometer and a single point front fairing nylon 

1 & 2. The fairings, including tank, tail and nose are all Harris
Performance items from the UK.
3 & 4. C&C Motorcycle Engineering rearsets and triple-clamps, Ohlins steering damper. Venhill brake lines.



mainstay. All these parts are very neat, lightweight and practical. But unlike many racebikes, each part is also aesthetically pleasing, which is a theme carried throughout the entire bike. Every part looks perfect and not out of place – and each part complements the next. It's a classy motorcycle, not just a fast one...

The engine is the heart of this bike and is proudly on display, bulging out of the Harris frame like it just ate a bloody huge can of spinach – it's the Popeye of engines! The CB1100R is a rare motorcycle – only 4000 ever made over the four years of production. To use an engine in a racebike is total commitment – they are worth a fortune!

This engine is stunning. The C&C Motorcycle Engineering and T-Rex engine covers are pure art. The ignition cover, front countershaft housing, right-hand crank cover and amazing dry clutch/slave cylinder housing are serious eye candy. Highly polished and fitted to silver cases and cylinder/head, with chrome or stainless steel bolts throughout, make this the prettiest engine in motorcycle racing full stop. The gorgeous braided stainless and anodised alloy oil lines and the external oil cooler top it off, while the Keihin CR carburettors are yet more drool factor – and this is all before spotting the titanium exhaust headers! It just keeps getting better.

The cylinder-head is ported and flowed, with modified combustion chambers and oversized valves. The camshafts are RSC specification cams, replicated by Clyde. The pistons, modified Honda units, swing off Carillo conrods that are bolted to a CB1100R lightened and polished crankshaft. The cylinders are bored 3mm and the standard crankcases are used. They house a stock, strengthened

five-speed gearbox. The RSC replica dry clutch uses a Ducati clutch pack and hydraulic actuation, while the charging system and starter system are removed and replaced with the self-energising Electrex system.

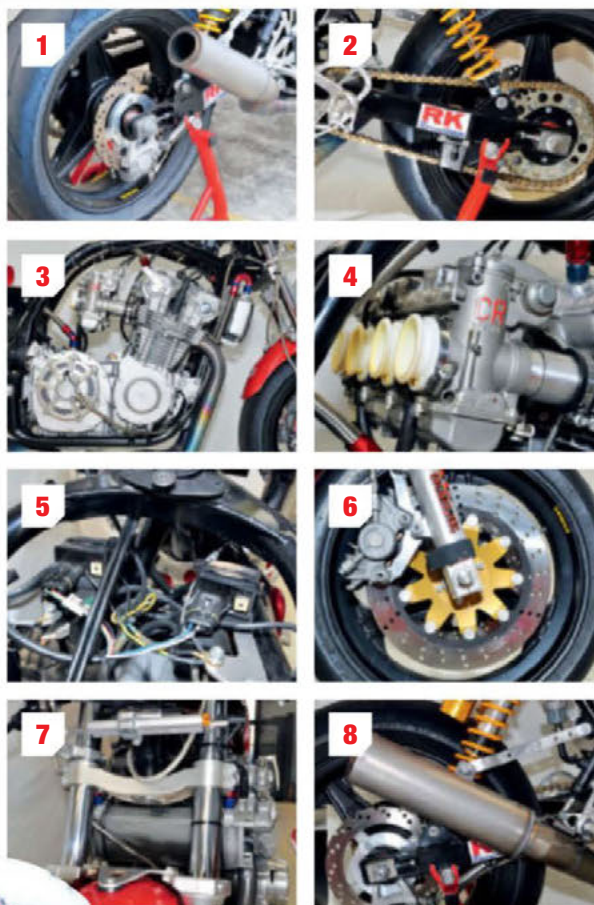
Fuelling is taken care of by Keihin CRs and the exhaust system is a stunning titanium four-into-two-into one item.

An hour is not long enough to truly admire the work that has gone into this dream machine. To race this bike in anger, as Michael Dibb is entrusted to, must be a nerve wrecking experience...

THE RIDE

As I familiarise myself with the riding position I'm surprised at the width of the bike. For instance, it is much wider than the Katanas, however the seating position is more modern in feel and I like the feel of the wide clip-ons. Plenty of seat-to-'peg room too – Dibb is around my height, 185cm. The screen is huge, great for those long straights like SMSP or Phillip Island. The throttle is not heavy, everything feels in the right place, no thought needed, the controls are just there...

We fire the bike up on the roller and once warmed up by the careful hand of Rex, I head off up to the dummy grid, the crowd in the pits all turning to watch the bike – there are plenty of envious faces there. I'm privileged to ride this bike, I think to myself, as I try and find neutral before the clutch and engine over heat! I can't and Rex quickly runs to a marshal, who quickly waves me though and onto the track.



1. Dymag magnesium 17in wheel, AP Racing period caliper. 2. T-Rex spec steel swingarm, Ohlins shocks.
3. T-Rex Racing engine with C&C Engineering billet parts. 4. Keihin 35mm CR carburettors. 5. Electrex ignition system. 6. AP Racing two-piston calipers, C&C Engineering XR69 replica rotors.
7. 41mm forks, Ohlins damper.
8. T-Rex muffler.



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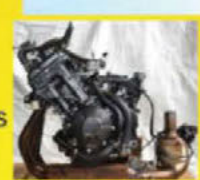
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The Editor
chatting with
Mick Dibbs.

while I'm on the move – thankfully!

I've done a million laps around Broadford and won quite a few races here since the 1990s so my focus is on the bike and traffic! This is the 'expert' session of the open Penrite Broadford Bike Bonanza but there are mobile chicanes everywhere and all I can think of is the stunning paint and that I don't want to crash!

By the end of the first lap I decide to put my head down for a few laps and get the test done, forgetting the speed humps around me and just wheelstanding past them on the inside, outside or wherever I want to. That's the first thing I realise – for a big bike, this machine is very easy to ride and very raceable. Any line is a good line, which is a real surprise as I was expecting an old school single sweeping line motorcycle. Amazing... it could be a new Fireblade for all I know!

I've ridden on the Pirellis a lot in the BEARS series and they are brilliant but the front tyre is cold so I am reluctant to push too hard but I still do have a crack at it.

Engine first, as it is this that makes the entire bike work as such a good package. The power delivery is silky smooth – like a perfectly tuned street bike. Soft on the throttle and yet extremely responsive, the engine makes broad and tractable power through the entire rev range. It's strong all

the way through, where the Katanas were explosive 'all or nothing' in comparison. This bike must be sensational in the rain...

The gearbox shift is smooth and positive, no surprise false neutrals there but a slipper clutch would be nice for corner entry... there is a lot of lap time in one.

So with such a sweet engine, you get a settled chassis that does not try and tie itself in knots when the throttle is opened. There are 140 ponies trying to spin the rear Pirelli but in a gentle push not an explosion. The handling is equally rider-friendly. With over 800 bike tests under my belt, it takes me about three corners to know if I'm confident on a bike or not and this was no different. Second lap I felt like I'd been riding the bike all of my life – it's that type of set-up. It feels like it can't be crashed, which it rarely is...

The steering is linear, no crazy oversteer into turns, just nice progression but the bike can be put anywhere on the track. There is no effort needed to get the bike to full lean, it's a seamless transition with no second centre. Once there, the bike stays planted and tracks beautifully. Even when the throttle is cracked the bike remains solid and drives off the turn on line with accuracy.

One strong point is change of direction, which I noticed to be particularly good



1. C&C Engineering triple-clamp and Scitsu instruments.
2. RSC replica dry clutch with Ducati clutch pack.
- 3 & 4. T-Rex titanium four-into-two-into-one exhaust system and muffler.
- Modified CB1100R sump.
5. The Harris frame was made to T-Rex geometry specifications.
6. Stunning engine detail is eye candy.

through turns seven, eight and nine. Brilliant, no doubt the wide 'bars and low weight stands out here.

The only point I found lacking on the bike was in the braking department. The front brakes lacked initial bite and feel – plus outright stopping power had my heart well and truly in my mouth a few times when I thought I was going off the track. The specifications state Bendix brake pads. I use these myself for racing, the Carbon Matrix compound, and think that these would improve the bike 100 per cent over the sintered pads fitted.

Overall a pleasure to ride and the experience and hard work of Rex, Clyde and Michael is as clear as daylight in this motorcycle. Only experience can build something like this, because experience is what counts... 

SPECIFICATIONS

ENGINE: Honda CB1100R, modified. 73mm x 69mm bore and stroke, Carrillo conrods, modified Honda pistons, lightened and balanced CB1100R crankshaft, 3mm overbored CB1100R cylinders, ported and flowed cylinder-head with oversized valves, reshaped combustion chambers, RSC grind replica camshafts, 11:1 compression ratio, Keihin 35mm CR carburetors, CB1100R inlet manifolds, T-Rex titanium four-into-two-into-one exhaust system, external alloy oil cooler, modified sump, Electrex World self energising ignition system, CB1100R crankcases, C & C Motorcycle Engineering CNC machined engine covers and remote starter access, RSC replica dry clutch with Ducati clutch pack, quick action throttle, T-Rex muffler, CB1100R five-speed gearbox in race shift, Renthal sprockets and RK final drive chain

CHASSIS & BODYWORK:

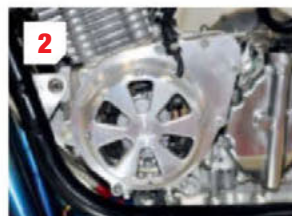
Harris F1 frame kit modified for CB1100R engine, T-Rex spec steel swingarm, C & C Motorcycle Engineering triple-clamps, handlebars, Ohlins steering damper, C & C Engineering rearsets, Ohlins rear shocks, 41mm forks with T-Rex Racing internals, Nissin master-cylinders, AP Racing period calipers, Venhill brake lines, Bendix Carbon Matrix brake pads, C & C Engineering XR69 replica rotors, Dymag magnesium 17in wheels, Scitsu instruments, T-Rex instrument brackets, Harris Honda fibreglass bodywork, seat and aluminium fuel tank, Pirelli tyres

PERFORMANCE:

140-rear-wheel-horsepower measured on T-Rex Dyno Dynamics dyno on PULP 98 octane

WEIGHT: 165kg dry

SPECIAL THANKS: Kenma Australia, C&C Motorcycle Engineering, T-Rex Racing.



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TWEAKED

CB900 BOL D'OR CUSTOM



Bol d'Or CLASSIC CUSTOM

The CB900 Bol' d'Or was named after the European endurance championship, with this bike showing the endurance to survive for a second lease of life!

The Honda CB900F Bol d'Or was released during a period when the Honda CBX six-cylinder was meant to be dominating the 1000cc market, with the reality being that the reception to the CBX was far less enthusiastic than Honda expected.

The CB750 was well and truly showing its age against newer offerings from the competing manufacturers and not wanting to cloud the CBX's chances, Honda needed something to put it back in the road game.

The CB900 was the answer, with a smaller capacity removing it from competition with the CBX in Honda's eyes, while taking notes from Honda's RCB1000 machines, that had been so dominant in

WORDS: KRIS HODGSON PHOTOGRAPHY: HEATHER WARE



1. Valter Moto rearsets have a carbon-fibre heel guard on the shift side. 2. The bike's iconic decals have been retained with the new paint. 3. Pod airfilters were added to the rebuilt RSC jetted 32mm Keihin carbs. 4. A Staintune custom muffler joins the M.A.C. Performance four-into-two-into-one headers.



OWNER PROFILE

NICKNAME: Blandy

LOCATION: Glenmore Park

AGE: 47

HOW LONG INTO

BIKES: All my life.

OTHER BIKES

OWNED:

CB250, three
CBR900RRs,
VTR1000F,
XJR1300SP,
CB1100F Period
5 Racer, HD Night
Train, Yamaha Raptor
660R, two CB900F
Bol D'or, Windle F2
sidecar, GSX-R600.

BIKES DESIRED:

A CB1100R, TZ750,
Manx Norton and if I
ever had the money
a Vincent HRD Black
Shadow.

OTHER INTERESTS:

Family and fishing.

the endurance
racing world.

Of course to some, Honda's dominance was the result of vague restrictions on what could be done to bikes, in conjunction with Honda's financial clout allowing total experimentation with the bikes they entered.

In a world of privateer races in Europe this certainly gave them an advantage but regardless of how this effected racing, Honda was able to take what they had learnt and put that into the development of the Honda CB900F 'Bol d'Or'.

The CB900F was powered by an air-cooled four-cylinder DOHC engine, with a bore and stroke of 64.5 x 69mm

for a total capacity of 901cc. Power was a claimed 95hp with a top speed of up to 135mph, allowing for low 12s quarter-mile times, with power optimised for mid-range, rather than peak power.

The frame was also a steel twin downtube affair providing a strong chassis, while telescopic forks with Honda's TRAC anti-dive system were

joined by two adjustable rear shocks to provide a highly adjustable ride that could be tweaked to suit most rider's needs.

The bike's Bol d'Or name came from the European Bol d'Or endurance race, with the CB1100R released in limited numbers later for racing and based upon the CB900, with a number of racing successes to its name.

Later still the CB1100F would be released as an option for regular consumers, taking more queues from the CB900F, where the CB1100R was a homologation special, produced in very limited numbers.

For it's time however the CB900F was considered an exemplary machine, despite being slightly down on power in comparison to the 1000cc machines it was competing against.

Craig, or Blandy as he's known to his mates, was lucky enough to get his hands on this particular machine because his wife bought it for him for spares, as he had raced the CB900F in his younger years and has an ongoing love affair with the '80s era bikes.

This was only back in 2008, with the asking price for the bike being just \$500, a figure

which most would undoubtedly think a pretty good



TWEAKED

CB900 BOL D'UC



price, even if the bike was in very poor condition and intended for parts!

Craig originally raced a CB1100 between 1999 and 2002 with the Post Classic Racing Association (PCRA) but eventually ended up changing his focus after discovering Road Racing Sidecars. He raced sidecars with the Annandale-Leichhardt Motorcycle Club, which describes itself as 'Australia's premiere sidecar club', and specialising in sidecar racing and has been around for over 100 years!

In 2008 disaster struck for Craig, with a broken C6 vertebra slowing him down and the CB900F remained neglected in his shed awaiting some attention. That attention arrived in an unwanted form – with Craig's wife giving him an ultimatum – if he wasn't going to do anything with the bike it needed to be sold.

This is probably a familiar situation for many motorcycle enthusiasts and rather than fruitlessly argue Craig took the logical step of starting to work on the CB900F.

When I asked whether he had considered going for an original restoration, Craig said, "No, I like to think outside the square and be different," and he has certainly achieved

that goal with his build!

This CB900F had been transformed with the addition of a plethora of much younger components, aimed at sharpening up both the handling and braking, as well as allowing the bike to be a more easily maintained form of transport.

To start with the stock frame was braced for increased strength, before being repainted back to the original red.

The original triple-trees were retained, despite needing intensive work in order to hold the 2001 Honda VTR1000F 41mm forks. The triples were machined out to 41mm from the original 38mm, while the addition of TRX850 wheels in order to be able to fit modern rubber created another issue.

"The Yamaha wheels and VTR1000F forks had different axle sizes," explained Craig, "So the wheel had to be machined to suit a bearing size that would suit the Honda axle as well as the Yamaha rim."

The front rotors were also from the Yamaha TRX850 but in this case where aftermarket items and were larger than the Honda rotors, meaning they needed to be machined down slightly to suit.

1. The swingarm was modified to take the wider TRX wheel for modern rubber. 2. A DID 525 sprocket and chain version was done with revised gearing. 3. A R1 rear caliper grips an aftermarket TRX rotor via EBC pads. 4. Valtor Moto rearsets with a R1 master-cylinder.

"Moon wasn't happy when I presented wave rotors to be machined!" added Craig, with Moon being his mate responsible for all necessary machining on the build.

The calipers used were also from the VTR1000 forks, ensuring easy fitment and a massive improvement over the original CB900F units, with the CB900's brakes often described as a weak point.

The Nissin calipers received a new set of EBC brake pads, while braided lines were added to assist the CBR600F master-cylinder on the 'bars that takes care of front braking duties with the help of an aftermarket billet lever.

With the VTR forks being already on the well-used side of things, Craig had them rebuilt by Doug from Chivo's Motorcycle Repairs in Granville, with the Showa forks receiving the full Race Tech treatment.

On the rear the bike received YSS shocks, made to order, rather than the standard fitment options for a Honda CB900, as the swingarm was modified to take the wider TRX850 rear wheel, which is a 17in item rather than the original 18in CB900 offering. According to Craig this was mainly to take advantage of the wider choice of



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tyres available with a more modern 17in wheel, with Metzeler Sportec M5s the rubber of choice both front and rear.

The TRX850 rear wheel was also joined by an aftermarket wave rotor to match those on the front, while a Yamaha R1 caliper was requisitioned for braking duties, along with a matching rear master-cylinder and EBC pads.

The R1 master-cylinder is held in place by Valter Moto rearsets mounted to a custom plate, through which all rear braking and gear changing duties can be carried out, with a race shift setup, with one-up, four-down through the stock five-speed gearbox. Gearing has also been revised with a 17T on the front and 41T on the back, with a DID 525 Gold chain providing drive to the rear wheel.

The bike looks exceptional, especially with the addition of Honda VFR750 'bars, VTR1000 controls and a NOS OEM headlight for that original look.

A Trail Tech Vapor dash provides all the necessary information while riding and the indicators and rear light are aftermarket additions, with billet aftermarket grips and 'bar end mirrors keeping the bike low and lean.

The paint was thanks to Clint Smyth, who did the paintwork with Glasurit paint and decals and helped decide the final scheme – allegedly with the help of 'Jack Daniels' and undoubtedly taking inspiration

from the original scheme, albeit with a greater emphasis on the red.

The customisation doesn't stop there however, with this CB900F receiving a massive boost in the engine department with a big bore kit from America, which Craig's wife very thoughtfully gave Craig as a gift. The kit came complete with 67.5mm cast pistons, rings, piston pins and piston pin clips, as well as the big bore head gasket, bringing the capacity out to 985cc and requiring the cylinders be bored out. Doug from Chivo's took care of the engine rebuild with Moon once again helping out.

The stock 32mm Keihin carbs were modified by Danny Desti with RSC jetting, while pod airfilters provide clean airflow.

A Dyno 2000 Electronic ignition system was also added, allowing fine-tuning of the ignition timing, for maximising performance, while the exhaust headers are a M.A.C. Performance four-into-two-into-one unit from Niche Cycle Supply all the way from the US. Capping off the headers is a custom Staintune pipe for some real Aussie bark!

The end result is a stunning machine capable of far more performance than the original with Craig sharing, "The new suspension greatly improved handling and the 17in rims have

given a better choice of tyres.

"I've only ridden the bike four times but I had a ride to Wisemans on the weekend and had a ball, so it's time to start clocking up the km!

"Power is around 138hp at the rear wheel and the bike has been tuned for the street. Now there is just the fine tuning, with the front suspension needing adjusting to suit my riding style. Otherwise I'm happy with the build!

"Now I'm building a Modified Bike to run in the ANDRA series next season, this time a Honda CBR600RR, which we have been testing and tuning for the last six months," he added.

We can only wish Craig the best of luck and hope to see him out at WSID at some point. 

SPECIFICATIONS

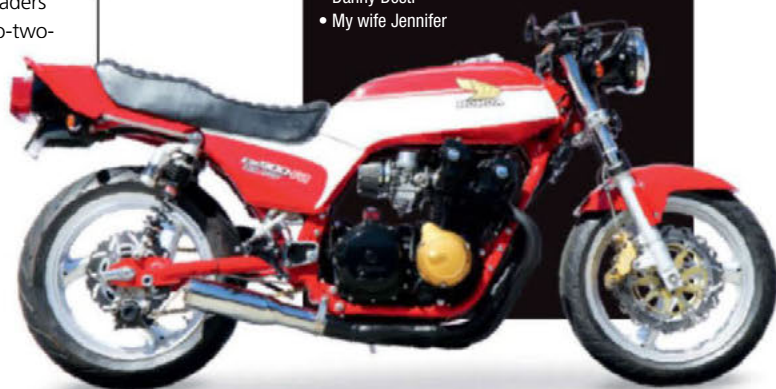
ENGINE: 1981 Honda CB900F2 Bol d'Or, air-cooled, in-line four-cylinder, 990 big bore kit, 67.5mm pistons and rings, 985cc, four RSC jetted 32mm Keihin carbs, Dyna 2000 ignition system, M.A.C. Performance four-into-two-into-one headers, Staintune custom muffler, DID 525 gold chain, 17F/41R aftermarket sprockets, pod airfilters

CHASSIS: Modified CB900F2 Bol d'Or frame and swingarm, modified CB900F2 triple-clamps, VTR1000 – 41mm forks with Race Tech internals, calipers and front axle, modified TRX850 wheels with custom bearings, aftermarket machined TRX rotors, YSS custom rear shocks, CBR600RR front master-cylinder, Yamaha YZF-R1 rear caliper, Yamaha YZF-R1 rear master-cylinder, EBC brake pads front and rear, aftermarket braided brake lines, Valter Moto rearsets, Metzeler Sportec M5 tyres

BODYWORK: Honda CB900F2 bodywork painted by Clint Smyth, modified CB900F2 seat, CB900F2 NOS headlight, Honda VFR750 'bars, aftermarket indicators and tail light, aftermarket billet grips and 'bar end mirrors, Honda VTR1000 controls and switches, VTR1000 front guard, Trail Tech Vapor dash

SPECIAL THANKS:

- Chivo's Motorcycle Repairs
- Terry 'Moon' Smith
- Rossy Smash Repairs
- Clint Smyth
- DMac Stainless
- Danny Desti
- My wife Jennifer





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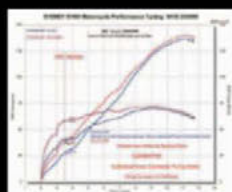


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TEST: **JEFF WARE** PHOTOGRAPHY: **PETER PAP**

10-years ago the mighty 2005 CBR600RR was unleashed. We look back at our launch report on what is still a great bike today and a good used option if you are after a budget blaster!

'05 SUPERSP



The 2005 model updates fixed the handling issues the 2004 had.

The new RR impressed the Aussie motorcycling press from the off and really had tongues wagging in the pits. Why? Because Honda has directly addressed the few niggling problems that the 2004 model had – a low back end, average brakes, average front suspension and steering, and a tendency to run wide off the turns.

They've not only addressed the problems, they've excelled in developing the RR in those key areas – all without compromising the CBRs brilliant performance in other areas. And the magic is the RR has also lost six kilograms in the process.

The RR was the fourth bike I'd been to the 'Creek on in one week and by far the most well behaved on stock settings.

Rolling out of pit lane the first thing I notice is the increase in ride-height. There is no change documented in the press kit but I can definitely feel it. The new RR has a more solid feel and a more aggressive stance than before.

Once the Michelins are warm I start to push more and the first hot run into turn two, a second-gear hairpin after an ultra-fast left-hander, reveals that the brakes are stronger and more intimate in feel than last year. The combination of inverted forks and radial-mount calipers really pull the CBR up but the feel could be improved even more with a radial master-cylinder to match (like the 1000s). Maybe next model.

As I exit turn two and short-shift into three I feel a huge difference in handling. The 2004 model really had to be wrestled on its side and pinned down, the '05 simply falls on its side and holds a neat, accurate, tight line all the way through on the gas. Wow.

Again, into turn four the CBR is stunning. I just look through the turn and the bike follows, with great drive out of five and up the hill to six/seven.

Keeping the engine spinning between 8000rpm and 13000 to 14000rpm is rewarding and, although the extra mid-range is not as noticeable as I anticipated it to be, I am impressed with the CBR off the corners.

Over the crest of turn eight the CBR remains solid and planted and that composure is retained right through the dips mid-turn, and hard on the anchors into nine – a section where the overrev capabilities of the CBR come into play. This is also a corner where the new injection feels superb – cracking the throttle early in turn nine can be a disaster on some injected bikes but the RR is as smooth on the tube as you're likely to feel. No sudden power delivery. No snatchyness.

The bike accelerates hard to turn 10, where the sweet steering comes into play again with a change of direction. Drive onto the chute is fantastic and as I tuck in tight for another flying lap I'm actually excited about getting to turn one instead of wary. Top speed is an indicated 255km/h.

Honestly, I've never felt this good through that super-quick turn on any road registrable bike. The CBR is as nimble, accurate and quick steering in top gear as it is in second. Brilliant stuff.

A quick breather and a cold drink and I'm back out on the track – this time I opt for the 2004 model CBR. The differences are easy to pick straight up. Riding position, top speed and drive off turns all feel similar – the latter I put down to low mileage on ▶



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SPECIFICATIONS

2005 CBR600RR

CLAIMED POWER: 86.6kW

[116hp]@13500rpm

CLAIMED TORQUE: 64Nm

[47.2ft-lbs]@11000rpm

DRY WEIGHT: 163.7kg**FUEL CAPACITY:** 18-litres/3.5 reserve

ENGINE: Liquid-cooled, four stroke, DOHC 16-valve inline-four, 67 x 42.5mm bore x stroke, 599cc, 12.0:1 compression, fully transistorised with three-dimensional mapping, EFI – Dual Stage Fuel Injection, 12-hole UC type injectors, 40mm throttle bodies, two-stage ram air, titanium four-inlet-one exhaust

GEARBOX: Close-ratio six-speed constant mesh Ratios: N/A Final ratio: N/A

CLUTCH: wet multi-plate with cable actuation Final drive: 525-pitch O'ring chain

CHASSIS: Twin-spar alloy frame with single-cast headstock and separate alloy swingarm

WHEELBASE: 1395mm Rake: 24°, Trail: 95mm

SUSPENSION: Fully adjustable 41mm Showa inverted forks, 120mm travel, fully adjustable Showa shock, 130mm travel

BRAKES: Twin four-piston radial-mount Tokico calipers, 310mm rotors, Tokico single-piston caliper, 220mm rotor

WHEELS & TYRES: Hollow-section three-spoke cast alloy, 3.5 x 17in, 6.0 x 17in. 120/70 – 17, 180/55 – 17

GROUND CLEARANCE: N/A**SEAT HEIGHT:** 820mm**OVERALL HEIGHT:** 1135mm**OVERALL WIDTH:** 685mm**OVERALL LENGTH:** 2065mm

INSTRUMENTS: Speedo, tach, odo, dual tripmeter, clock, adjustable shift light, fuel warning, engine check light, oil warning, water temp, immobiliser indicator, indicators for high beam, blinkers, neutral and FI



1. Revised swingarm and ride height at the back helped make the CBR a true handler in 2004.
2. Despite being a decade old the CBR still looks the goods.
3. Upgraded brakes made a huge difference for 2005.

the 2005 model and a nice, loose, 10,000km on the 2004 model.

But turn-in, mid-turn behaviour and braking performance are all second-rate on the '04 after the new RR. I'm lapping with a journo that I ride with quite a lot and we run pretty much the same times but I'm working quite a lot harder on the old model and that all comes down to corner speed and confidence.

Back out on the 2005 RR with a few special touches from Honda's Road Race Team Manager, Paul Free, sees further improvements and exceptional chassis balance. Paul added a touch of front preload and compression, plus a little more comp and rebound at the back – leaving the rear spring preload stock. The result is a more composed motorcycle on the brakes, particularly into turn seven, and even more composed through the dips in turn eight and the bumps in turn one. It just goes to show the quality of the stock suspension in the RR – such subtle changes making all the difference to an already refined package.

Quality of finish on the 2005 model CBR seems to be up a notch – and the new

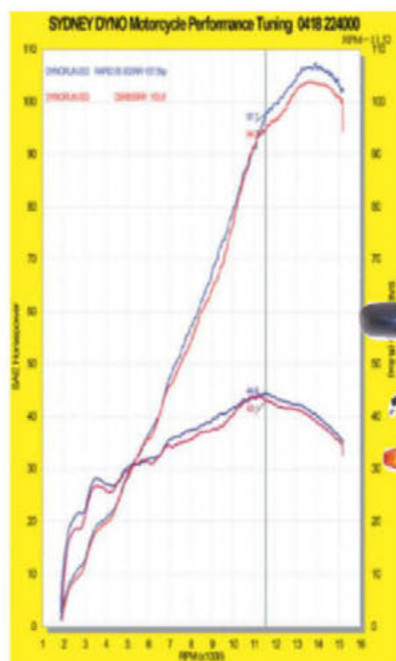
style of the frontal area really looks fine – particularly the new air intakes.

Out on the open road – in the 'real world' as some like to call it, the CBR is just as good at its intended purpose as it is on the track – pure excitement. The good old friendly CBR feel is still there a little, although that personality trait is slowly becoming more of a memory with the CBR6 but more importantly, for me anyway, the RR is, on the road, exciting in an un-Honda way that is both refreshing and exhilarating. About bloody time, too.

Around town the CBR is firmer than ever, so some of the comfort factor has been compromised for 2005 but out of town and in the twistys the RR is just so close to perfection it is almost hard to believe. It falls, flows, tracks and drives through turns so predictably and with such confidence that you'd swear the thing is on rails. And the new-found feel from the brakes is a huge, huge plus.

Claimed extra torque is not really as noticeable but the new handling and chassis balance, combined with the reduction in weight, have really turned the CBR into a giant killer.

What a brilliant machine. **RM**



107.5hp was very respectable in 2005 but it was the mid-range that made the CBR600RR so good.



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WORDS: JEFF PICS: KEITH MUIR

SUMMER LOVE

Jeff and the 899 spent plenty of quality time on the roads over the Christmas holidays. They even went away for a romantic weekend!

I've had a few long-term staff bike Ducatis over the past 10-plus years and until now the 1198 we had was my all-time favourite Ducati. Saying that, it takes a lot of impressing by the 899, trust me, as my mates would back up – I've been raving about the 1198 Staff Bike we had for years. We had that thing set up so well, it was on rails thanks to Terry and Grant Hay...

However, any of you that read my world launch report on the 899 Panigale [*Rapid Bikes* #85], would remember I had a 'spiritual' experience on the 899 while lapping the historic, magical Imola Circuit. I was lucky enough that day to sample the bike in wet, drying and dry conditions, utilising Wet, Sport and Race modes to full extent.

The 898cc Superquadro engine was designed to be user friendly and although I never got a road ride in at the world launch, I could tell that the bike was going to be a true road sportsbike with fantastic street manners and I have not been disappointed at all as I clock up 3000km on the red rocket. First up was a cool day riding

with a mate, Chappy, comparing his immaculate 996 to the modern 899. Amazingly, if the bikes were not both red with Ducati written on them you would have no idea they were from the same lineage aside from some slight engine characteristic similarities. The 98 x 66 mm 996cc engine in the old girl certainly is a cracker, the longer stroke makes it a grunty beast off the turns and as smooth as silk, however it runs out of puff up top compared to the more oversquare 100mm x 57.2mm 898cc 899 (confused?) engine. With around 20hp more than the 996 and weight saving the 899 eats it for breakfast but that sweet handling trellis frame is still absolutely brilliant. The older bike, aside from feeling top heavy on direction changes, really is a classic handling bike that puts most modern machines to shame.

It was a great day comparing the two bikes and no surprises at the end of the day Chappy preferred his 996 and I voted for the 899 – a lot of it was to do with my evolving over the years to the more modern riding style on the newer bikes – particularly the Panigale – it doesn't have a frame and can



Having owned the 996 for numerous years Chappy knows it well and at the end of the day was happiest with his bike after a direct comparison to the modern 899.

freak people out with it's very different feedback until they are used to it and then it is a weapon!

After that day the bike was cleaned (it still has not been wet at all yet!) and parked for a week before Kris used it for a few days commuting to *Rapid HQ*, a 200km return trip for him.

That was a hot week and adding to the heat was the one problem with the



bike – the issue of heat cooking the rider's legs. It is better than it was but still can be really painful in traffic to the point of having to hop off. We will be addressing this with some header wrap as most of the heat comes from the header pipes and link pipes.

Once I wrestled the keys off Kris, it was Chrissie holidays and after a few days doing the good family and dad thing I managed to escape for an early morning ride up my fave twisties every day for seven days straight. That certainly kept the tyres evenly worn on the edges and I really fell for the bike even more. I spend 90 per cent of my time on the bike riding in Sport mode and I'm happy with that.

Aside from a little front spring and compression and some rear support, I have not done anything major to the chassis and don't plan too – it's fine as it is. In fact, it is brilliant as a road bike and not at all jarring like the 1199 can be or past Ducati sportsbikes. The 899 is a true roadie.

A long trip north to visit friends in Tamworth NSW came along next, which with a few detours ended up a 1500km trouble-free trip to remember. Great weather. Great ride. Great bike.

A service was next, done by Frasers (story next issue) and the bike is still as new.

Yes, I'm enjoying this middleweight Panigale and I'm looking forward to the goodies going on it shortly! 



Comparing the new and the old was a blast – one thing was clear, the Ducati evolution has come a long way.



THE PLAN

ACCESSORIES

Superbike 899 Panigale accessories by Ducati Performance

- Titanium racing silencer kit
- Ducati Corse high screen
- Aluminium adjustable footpeg kit
- Carbon-fibre front mudguard
- Carbon-fibre rear hugger
- Plastic fibre passenger seat cover
- Carbon and aluminium alloy plate holder
- Racing tank filler plug
- Magnesium outer clutch cover
- Lightweight alternator kit
- Soft tank bag
- Litre tank bag
- Passenger seat soft bag
- Racing seat
- Rear paddock stand
- Carbon-fibre chain guard
- Carbon-fibre rear shock cover

SPECIFICATIONS

DUCATI 899 PANIGALE

PRICE: \$19,990 + ORC

WARRANTY: Two-year/unlimited kilometre

COLOURS: White, Red

CLAIMED POWER: 109kw[148hp]@10750rpm

CLAIMED TORQUE: 99Nm [73lb-ft]@9000rpm

CLAIMED WEIGHT: 169kg dry, 193kg wet

FUEL CAPACITY: 17L

ENGINE: 898cc liquid-cooled L-twin four-stroke, 100 x 57.2mm bore x stroke, 41.8mm IN and 34mm EX valves, 12.5:1 compression, 62mm throttle-bodies, Mitsubishi with ride-by-wire throttle, EBC, DQS, DTC, multi maps.

GEARBOX: Six-speed

CLUTCH: Wet, multiple-plate, hydraulic actuation non-slipper

CHASSIS: Monocoque aluminum, Aluminum double-sided swingarm

WHEELBASE: 1426mm, Rake: 24°, Trail: 96mm

SUSPENSION: Showa 43mm BPF forks, 120mm travel, Sachs steering damper, fully adjustable Sachs rear unit, adjustable linkage: progressive, 130mm travel

FRONT BRAKES: Dual 320mm semi-floating rotors, radial mounted Brembo Monobloc four-piston calipers – ABS optional +2.5kg

REAR BRAKE: 245mm rotor, two-piston caliper

WHEELS & TYRES: 10-spoke light alloy, 3.50 x 17in & 5.50 x 17in, Pirelli Diablo Rosso Corsa tyres

DIMENSIONS: Seat height: 830mm, Overall Height: 1100mm

OVERALL LENGTH: 2075mm

INSTRUMENTS: Digital unit with TFT colour display



TRIUMPHANT TRIPLE

WORDS & PHOTOGRAPHY: KRIS HODGSON ACTION: GRANT STEPHENS - CACKLINGPIPES.COM

Even since the Supersport Comparo last year I've drooled over the Daytona 675 R, so when I had the opportunity to nab one I couldn't resist...

Having ridden the Triumph Daytona 675 R at our Supersport Comparo, as well as the regular Daytona 675 at the launch last year I was daydreaming about swapping the Speed Triple to one for most of 2013. So when I had the opportunity, I jumped at it and grabbed myself the 2013 Triumph Daytona 675 R.

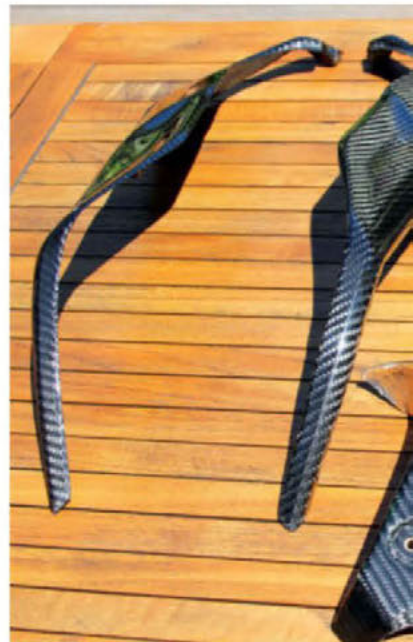
Having owned nakedbikes in the past a fully faired machine was quite a change, providing in some ways some interesting modification options, while requiring a slightly different approach to all the DIY work.

Once I figured out how easy it was to take the fairings off though I was in business.

The first things I had fitted were the Triumph engine protectors and frame protectors, mainly because they don't look bad and in my experience it is better to have some form of crash protection and not need it, than the other way around. The other options I went for were the pickup spools and comfort (gel) seat, both also from Triumph.

What can I say I do a lot of km and having tested the stock seat against the comfort seat at the launch I saw a necessary upgrade for the longer commutes!

Apart from this I've fitted an old adjustable aftermarket clutch lever that hadn't fit my Speed Triple, as well as a few pieces of carbon-fibre from Tekarbon (in the States), including the tank under-





THE PLAN

ACCESSORIES

Power Commander V

A visit to Dyno Dave at Sydney Dyno for a tune

- Ventura rack system
- Metzeler Sportec M7 RR tyres
- Double bubble screen
- Tail tidy
- Carbon-fibre tank protector
- Aftermarket 'bar ends
- HEL braided brake lines
- Revised gearing
- New chain
- Adjustable rearsets
- More carbon-fibre!
- Triumph LED indicators
- Triumph billet brake reservoirs



FITTED

- Triumph Pickup spools
- Triumph Engine and Frame protectors
- Triumph Comfort Seat
- HEL Performance Street Pro pads
- Tekarbon carbon-fibre exhaust heat shields and undertank panels
- Rad Guard radiator guard
- R & G Racing header guard
- R & G Racing tank protectors

panels, exhaust cover and heat shields.

A Rad Guard was also a must have and the first thing I fitted after picking up the bike, with a R & G header guard added later, along with R & G tank protectors waiting for fitment.

The list of what I would like to do next is however extensive, with only a cager pulling out from the curb and hitting me putting a temporary damper on things. The engine protectors did their job with one providing enough extra width to prevent a crushed foot and lower leg.

The first items to be fitted after the bike comes back will be fitting a Power Commander V from Serco, then taking the bike to Dyno Dave at Worthington Motorcycles for a tune, with a set of Metzeler Sportec M7 RR tyres also to be fitted.

The other item at the top of the list is a Ventura rack system to make the everyday commute a little more comfortable and

easy, rather than riding with a backpack, as well as helping with the bike's everyday duties, which include everything a car would normally be expected to do.

HEL PERFORMANCE PADS

HEL Performance brake pads were also added last issue and have been great. Fitment was easy and they are a great replacement over the previously fitted road compound Brembo pads.

Following the quick bed in period the HEL Street Pro pads proved exceptional, boasting very good bite, allowing much lighter input through the levers for a much quicker reaction when jumping on the anchors.

Modulation is also greatly improved, with the HEL Street Pro pads providing very controllable braking performance, whether that's while increasing pressure, or reducing the amount of brakes in use. Release is also instantaneous allowing

an easy transition when jumping off the brakes to crack that throttle again. The rear pad did have slightly less bite than the front sets, although this was welcome, with strong braking properties and no fade observed even when stuck in traffic and using the rear brake heavily for control.

The SDP Sport HH+ friction compound is used in these pads offering a no fade solution for sporty street use with a low wear rate, while the backing plates are high tech ceramic heat shields.

The only thing observed since fitting these pads is the amount of brake dust being generated and left on the rotors and to a lesser extent the wheels. It hasn't effected braking performance however.

To order a set of HEL Street Pro, or conversely the Track Pro pads (which are a track/race specific pad) visit HelPerformance.com.au, under the Brake Pads tab. 



WORDS & PHOTOGRAPHY: MICK WITHERS

THE SHORT BUS

Proper planning prevents piss-poor performance!



Behind me is a box full of goodies that I've accumulated over the last few months. Being patient when it comes to my bikes isn't easy or natural for me but I do my best.

Last time I rode the Short Bus, I worked out why the front brakes felt wooden and the bike was hard to push. Starting from the top, the master-cylinder needs a rebuild, the pistons in the front brake calipers are not retracting fully and a rebuild with new seals will help. Then there are the rotors that have clocked up near-on 100,000km according to the odometer. Grooves? More than Cream ever recorded. The SBS pads that I fitted recently have matching grooves and the way that they're dragging on the rotors, it's a wonder the poor old bike even moves at all.

Where possible, I try to use genuine parts for brake master-cylinder and caliper rebuilds. The OEM (Original Equipment Manufacturer) knows their own stuff better than anyone else. The master-cylinder kit fits all Gen 1 Busas and was \$30 from Western Motorcycles. But then I misplaced it and had to order another one...

A pair of genuine Suzuki front caliper rebuild kits weren't available anywhere

in Australia. Bugger. Yes, I could have ordered them from Japan but the delivery time was outside of my own timeframe. Snooping around various owners' forums and reading carefully, I found that a mob in England was receiving lots of praise for the quality of their kits so I ordered the caliper kits from them. They arrived quickly and I was happy with the contents, which included new bleed nipples with rubber caps and copper brake line washers as well as a bag of lube for seal installation.

The history and age of the existing braided brake lines is unknown so I ordered up a set of Venhill lines in red. Buggerising about with the splitter block and three separate lines is made much easier by running a race-style setup with a line running directly from master-cylinder to each caliper. Two hoses and three banjo bolts offer a lot fewer places for leaks to appear. I have used Venhill lines on my own bikes as well as the last three project bikes I've built because they're well made and fully street legal.

At \$420 each, a pair of genuine Suzuki brake rotors was pricey. I actually thought about getting them machined but when I measured them, I decided that replacement was a better option. The original rotors are good but NG Brake



Discs are OEM to many manufacturers and the prices are more favourable.

Attaching the rotors to the wheels is an area where I always use new bolts if the old bolts are even a bit dodgy. Hell, you only replace them once in a blue moon and they are very easy to damage. For added bling, a set of Pro-Bolt's titanium option! I'm fat and

stainless looks good, too. Supplied with anti-seize compound, they're a good, sensible option and cheaper than OEM.

Last on my list of external stuff is a set of SBS 686HS brake pads. Sadly, the set I fitted recently have grooves that match the rotors. You don't fit old pads with new rotors. Ever. The HS compound offers excellent cold-temperature response, great when you get to the end of the dragstrip at 130+mph and start braking.

Mick has now collected all the parts he needs to do a complete front brake overhaul on the Short Bus.

All of the parts I need to completely overhaul the brakes on The Short Bus are ready to go. Hopefully I haven't forgotten anything.

While I'm at it, I'll also be modifying the front wheel bearings for decreased friction at the expense of shorter bearing life. How? Come back next issue and I'll show you.

Never Assume. **RD**

STUFF THAT WORKS

- Shinko F003 120/70-17 Ultra Soft, \$179.00 RRP
- Shinko R003 A 190/50ZR17 Hook-Up Drag, \$299.00
- Silkolene Pro 4, 10/40 synthetic, 4litres, \$97.40
- Silkolene Dot 4 universal brake fluid, 500ml, \$18.50

Supplied by Warrian Enterprises, www.silkolene.com.au

- NG Brake Discs, 458, \$361.00 each
- SBS brake pads, 686HS, \$65.00 per caliper
- Venhill brake lines, SUZ-13001F, \$129.00

Supplied by Kenma, www.kenma.com.au

- Pro-Bolt, brake rotor kit, SS15discsgr, \$113.83

Supplied by Pro-Bolt Australia, www.probolt-australia.com

- Front brake master-cylinder piston and cup set, 59600-45860, \$27.31

Supplied by Western Motorcycles, www.westernmotorcycles.com.au

- Front caliper seal kit, T62, \$125 delivered

Supplied by Powerhouse Automotive, UK www.powerhouseautomotive.co.uk





CARBON-FIBRE COMPONENTS

Saving weight is always a good thing and carbon-fibre looks cool to boot.

Weight reduction is an area that most motorcyclists will swear by, whether you're competing, doing track days or just using a road bike. Carbon-fibre is a great option for reducing weight – if not always the cheapest – but also looks awesome making it a common choice wherever you ride.

The range of pieces available will vary, with more popular machines and those that have been around for longer normally receiving a better array

of items, with producers like Geelong Carbon Craft and Powerbronze Australia offering a variety of options.

In this case sourcing pieces for a 2013 Triumph Daytona 675 R was a little more difficult as the bike is relatively new and replacing several metal exhaust shields was a priority as the weight saved by changing to carbon-fibre is significantly higher than swapping plastic to carbon-fibre, and providing a much cooler effect to the look of the bike. While I was at it, the under-tank panels were also replaced.

Needless to say the carbon-fibre is extremely light and picking up the box everything came in from the post office you could be fooled into thinking the box was empty.

I ended up sourcing these from an overseas company.

Fitment was extremely easy, using all the original rubbers and spacers, as well as the original bolts. The carbon-fibre was also a good fit with only a small amount of trimming on the inside of some of the fitment holes required to allow the bolts or spacers to go in

straight. All up I only had to add a single washer on the left hand heat shield to space it a little further off the exhaust on the top bolt. The fit is very good with only one of the undertank panels sitting a little too far out – something I'll fix with some spacers in the near future when I take everything off again.

Since I'll be keeping the original exhaust for the foreseeable future I went with the heat shields, but if

The R&G tank sliders will be fitted next time the bike gets a wash for good long term adhesion. The carbon-fibre is also a good match for the stock guards.

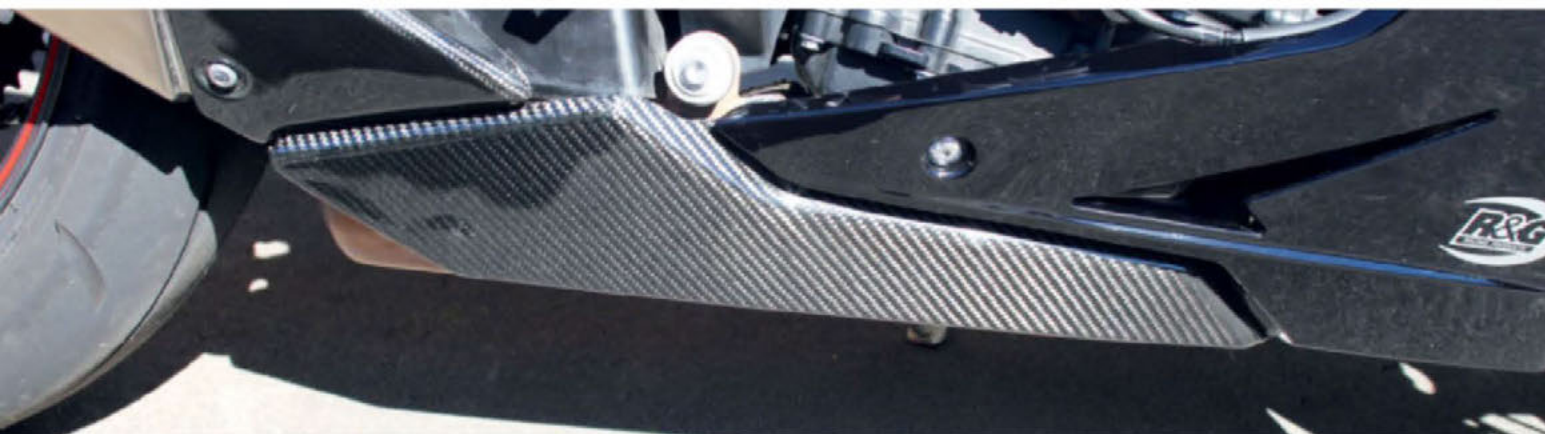
you're racing you'll need to keep in mind you'll require a belly pan that will hold oil, while a full exhaust system to save weight is probably a better first investment.

Another good investment was a set of R&G Racing tank protectors/sliders, which come in carbon-fibre and feature Dupont Kevlar for additional strength and protection in the event of a crash or drop.

The tank sliders are especially moulded

in order to fit perfectly and are attached with a silicone gel. Fitment is simple, requiring you just ensure the tank and inside of the tank sliders are grease and wax free and totally clean, before applying the silicone gel to both surfaces and pressing the tank sliders into place. You'll want to err on the side of caution with the gel as it's messy stuff.

Then just use masking tape or similar to hold the tank sliders in place and leave for 24 hours to set. **R&G**



NEXT ISSUE

We will be fitting a Power Commander PCV to our 675 Daytona and then remapping the bike.



ZEAL TURBO

Years ago I read about a turbo Yamaha Zeal 250. I have a Honda CBR250RR and want to turbo it. Have you done so and what was the result? Would you do another 250? Are the gains worthwhile?

Steve, Townsville

G'day Steve,

That was actually the greatest increase ever seen. The Zeal went from 38 to 120 horsepower at 18,000rpm: that's around 300 per cent increase! It sounded like a Formula One car.

Yes we would look at doing a CBR2500RR but the cost for a project like this is higher than it would be for a Hayabusa due to the extra parts required. As an example, you'd need a special custom turbo with a custom cast exhaust housing and an intake size about equal to a 10c piece. But, they work and it was a barrel of laughs. It ran 11.7 and 118 mph with a 95kg rider.

Actually, I've just had a look out the back and found that the complete turbo kit off the Zeal is still sitting here. Call me for a chat. You may be surprised.

XJR1300 WITH NO NAME

I own an XJR and have often wondered what a turbo version would be like...

In your answer you don't mention price or engine internals. What is a rough estimate? Also, is it possible to intercool an air-cooled bike like you mentioned? Do you fit an auxiliary water reservoir and pump?

Leroy, Manly

G'day Leroy,

You haven't mentioned if it's injected or carburetted. If it's fitted with EFI, the cost will be \$10,500. Due to the high level of headaches with trying to get carburettors to work happily in a turbo situation, I won't touch them. Yes, you can intercool an air-cooled engine. It's very similar to the way you'd intercool a water-cooled engine.

If it's a water to air intercooler setup, an extra radiator, reservoir and water pump would be required. Basically you need a whole cooling system to keep the intake charge cooler than ambient temp.

RESURRECTION

I have CBR250RR and I just bought it as a crashed bike. A Uni student here from overseas basically used it and abused it then left for home and left the bike in a friend's backyard. A year later, I have now bought the bike and collected it from the yard. It is a bit sad – has a flat battery, flat tyres, rusty bolts and chain and forks. But, it is my first bike and I have a vision that it could look awesome. I have a budget of \$1500 and that has to include rego. Where do I start?

Pete, Email.

Hi Pete,

It will be tight to get it back on the road but it is possible. A new battery is \$100, new tyres are \$400, new chain is \$150 and on road costs will be about \$500 (Blue slip, CTP, Rego, Stamp). That leaves just about \$350 to tidy it up. You'll only need to do the forks if they are leaking from the rust, and if that's the case, you've blown the rest of the budget. I would suggest increasing your budget a little to include a service or at least do an oil change yourself. Also new brake fluid would be a good thing. There's always more to be done, but you'll find out what it needs soon after you start riding it. I'm just concerned that the bike was dumped for a reason and may have some other issues needing more funding. But see how it goes. If I was you, I'd get it to a mechanic for a check over.

LOWERING FZ6

I've just bought the girl an engagement bike! Picked up a new FZ6 Yamaha, as it's her preferred steed. Only problem is that she's vertically challenged and has some issue with its given height. Could you suggest any options in adjusting it to fit her diminutive stature? Lowering links or otherwise?

Andy, Email.

Hi Andy,

Apart from the usual things like taller boot soles and a thinner rider's seat, which have probably already been suggested to you, you will not be able to use lowering links on the FZ6, as it doesn't use a linkage. The shock is a sealed unit which is not intended to be rebuilt. What you could do is keep an eye open for one of the Ohlin's shocks they made for this model on eBay or somewhere – this sort of shock can be stripped down and shortened easily enough, so lowering the bike.



BLACKBIRD TART

I have a Honda Blackbird and it is a faithful old girl. I was considering trading the bike on a new VFR1200F so need to spruce her up a bit. I'm old fashioned and not interested in ripping the new (private sale) owner off. The bike has a cam chain rattle and has 90,000km on the clock. The suspension also feels sad but there are no leaks. What do you recommend service-wise?

Harry K, Email.

Hi Harry,

The new VFR looks great but NOTHING will ever beat the Blackbird! Don't get me started, everyone's gotta have a favourite. It's good to see an honest guy out there but you also have to understand that someone who buys a bike with 90,000km on the clock must consider the possibility of having to spend money on the bike. Just the fact that it has had any kind of service before the sale is a good thing for the bike and the mentality of the new owner. I would just replace the tensioner, the actual cam chain may have a bit of life left in it. I wouldn't worry about the suspension unless it's leaking, it might be a good excuse for the new owner to visit Zeno to set up the springs for him. If they are leaking you do have to overhaul them. That's a must, legally and ethically. Without seeing the bike, it's hard to say what it needs, but if you take it in for an oil and filter change they might give you a better idea of anything that needs attention, whether it's urgent or something the new owner can take care of. Bye Bye Blackbird.

ZX-10R DAMPER CONVERSION

Is it possible to turn my Ohlins damper on my 06/07 ZX-10R track/race bike into a fully functioning steering damper?

Wayne, Email.

G'day Wayne,

It certainly is possible and not even that dear either. It is simply a matter of a different needle and seat, job done. The rest of the damper body and parts are all the same as a regular Ohlins SD, so once these parts are changed and the damper bled back up with fresh fluid, it will function like the real McCoy!



EXIT STAGE LEFT

I have a 2005 ZX-10R and am very happy with most of it other than its desire to throw me off the road when exiting corners on the throttle... the bike turns-in very well, but on the way out it seems to squat down in the rear and push the front wide. Is it a suspension adjustment needed or something more?

Bruce, Balga WA

Hi Bruce,

OK this could be a matter of adjustment; but could also mean something more is needed. Take a look at both the fork and shock preloading amounts in the form of how many mm of sag the bike has. Paying careful attention to the rear-end here, seeing as this seems to be your problem. If there is too much, rectify that and try it again; but if it is fine then take a look at the shock compression and rebound settings as per your manual – consider this with your weight in mind as compares the average 65-85kg rider they have in mind. If all of this doesn't present as the problem, then you will have to have the shock professionally looked at I am afraid. Hope that helps!

BMW S 1000 RR

I saw on *Rapid Bikes* Facebook page that you ran 9.9 on the S1000RR. Congratulations. That is a great time.

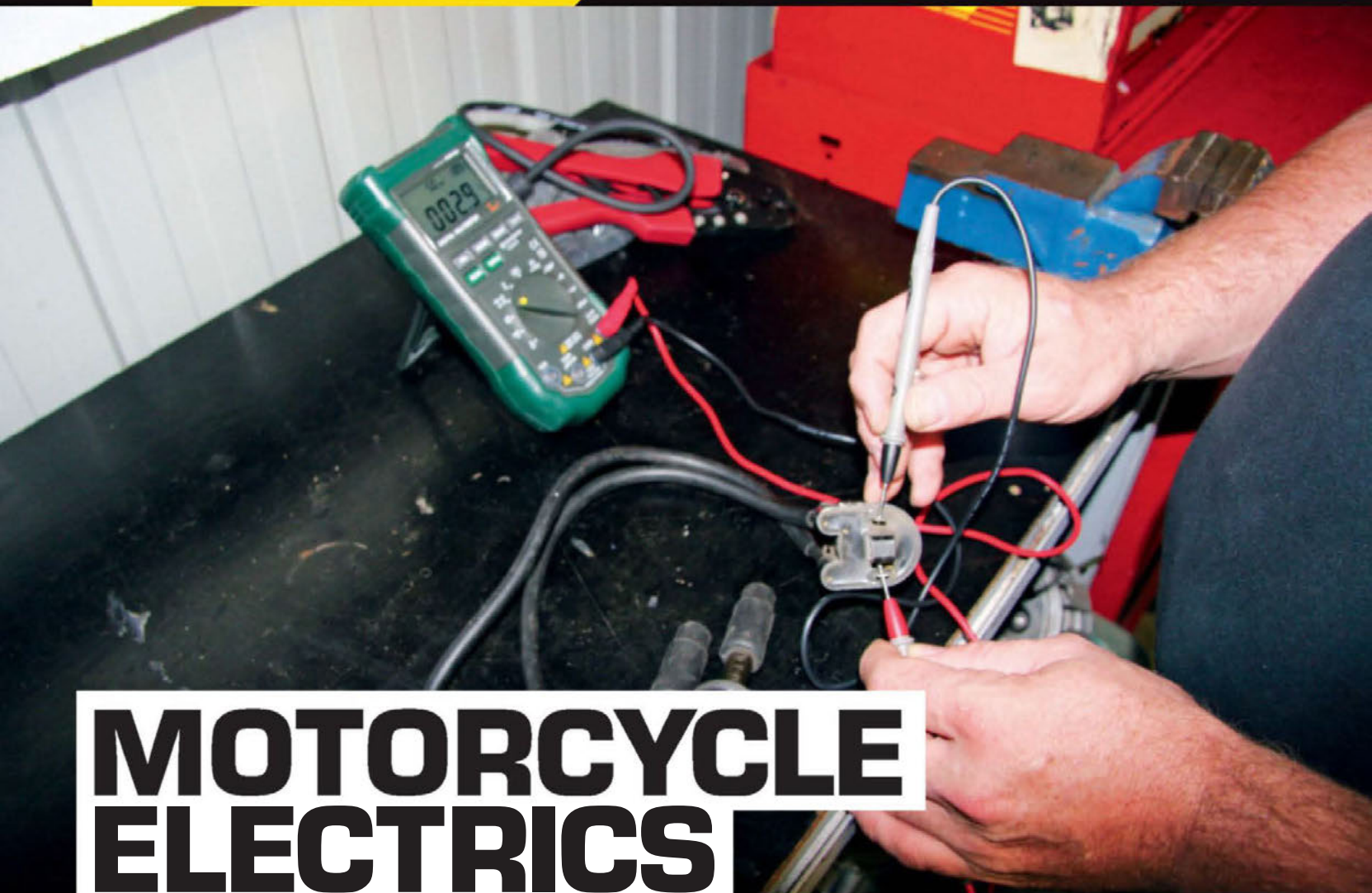
I have just ordered an S 1000 RR and would love to know what to expect from the bike. How was it and what is its potential?

Frederico, Perth

G'day Frederico,

It all depends on your weight and your drag racing experience, as well as your ability to overcome the traction control... With the S 1000 RR lowered and a Michelin Power One on the rear, I see no reason why you couldn't run low nines at 150mph if not better.





MOTORCYCLE ELECTRICS

An everyday man's guide to motorcycle electrics. From old to new, rewiring to fuel injection, charging systems to blinkers...

WHERE TO START

The first thing that anyone looking to work on a motorcycle electrical system will need is a detailed wiring diagram. These are readily available in most workshop manuals, either the factory supplied versions or the aftermarket version is suitable as long as your model and country variant is included. Many online forums also have great communities who can often help you get your hands on a wiring diagram if all else fails.

INSPECTION AND ASSESSMENT

Carry out a detailed inspection of the motorcycle wiring, paying particular attention to any faults that you notice. Old wires may have cracks in their external coatings and are as such vulnerable to short circuit. Remove the wiring loom in sections, making note of

the routing of wires, as this will make your life that much easier when it comes time to reassemble the wiring loom.

Once a section is in your hands, inspect it for hardened or burnt wires, the condition of the insulation and pay particular attention to the connectors. Any unclean or corroded connector is a sure sign of trouble, if not now, then in the immediate future. Most wiring looms are routed through an outer plastic sheaf and are at least in part wound with electrical adhesive tape. Unwind the tape and inspect all wires. Doing a thorough job will pay dividends down the track.

Take a photo of the removed loom. Make measurements of each wire and write them down. This will help when you come time to refurbish the loom. There is nothing more frustrating than fitting a loom that is too short or too long. You may wish to re-route the loom if there are other alterations to the motorcycle. In this case,

Taking your time and planning out what you are doing with electrics is especially important.

fitting the loom directly onto the machine is advised as you won't be able to rely on the measurements of the original loom.

TROUBLESHOOTING

Make a list of the faults experienced in your motorcycle electrics. Do the blinkers work? Headlights, park lights, stop/tail lights, kill switches? A complete rewire may not be necessary if it is just a matter of replacing or repairing a switch, or repairing a small section, so take your time and inspect the machine well. Try not to be overwhelmed with the apparent complexity, as a little understanding will help you see that these electrical systems are in fact quite basic. Make a call to your local motorcycle dealer and get a price on the wiring loom. You may be quite surprised at their affordability in some cases, not all, but it is worth finding out the facts before you get too far involved in repairing a damaged wiring loom.



CHARGING SYSTEMS

The great majority of motorcycles on the market today utilise a permanent magnet generator which consists of a rotor containing the permanent magnets of varying poles which as its name suggests spins inside the stator. The stator has metal poles and is wound with copper windings, as the rotor rotates the copper windings produce a three phase AC voltage with a variable output depending on the rpm.

A separate voltage regulator rectifier is generally employed to convert this variable AC output to a regulated 14.4V DC by grounding the excess voltage, transferring this to heat. Most regulator rectifiers have an alloy sink cast with fins to dissipate this heat efficiently. On older motorcycles this is generally a place to start when looking at problems associated with charging. Placing a multi-meter across the poles of your battery with the motorcycle running should produce a voltage of 14.4V DC.

Figures above or below this may indicate potential problems within the

Having the right tools for the job is important and they are a good investment if you like troubleshooting problems yourself.

regulator rectifier or possible problems with the stator winding itself. Be sure to look at the battery also. A static charge of around 12.8V DC is considered normal in its fully charged state.

Some motorcycles have a field generated generator which produces charge only as it is required. This system normally has the regulator rectifier built into the unit and quite often they are a separate unit not dissimilar to that used on most cars today. While it is a more efficient system, they are generally more bulky and therefore not considered appropriate for the great majority of bikes.

This system monitors the voltage within the unit and therefore has a battery supply via the ignition for this purpose. Of course there are much simpler systems also, mostly employed on off road machines that do not employ a battery. The main difference is that these bikes do not need a battery and therefore the windings only need to run the ignition system. Mostly this is still an AC generator with a regulator rectifier utilised, usually mounted near the coil to simplify the wiring.

BATTERIES

The great majority of bikes have a battery, normally 12V lead-acid type although 6V batteries were once the go on older small capacity machines. Correct maintenance of your battery is paramount to keeping the electrical system of your machine working correctly. On batteries where the electrolyte can be accessed – that is non-sealed batteries – a simple test with a specific gravity battery tester will reveal the condition of your battery.

Generally though a fully charged battery will show around 12.8V DC. If the battery cannot maintain this when fully charged it is usually an indication of an impending replacement not too far down the track. Sulfation is a killer to batteries and it is important to always use distilled water to reduce the formation of sulfur in the electrolytic reaction. This sulfur coats the lead plates and in time will render your battery useless. Be sure to maintain your battery terminals as they will corrode if not protected.

There are spray products available that are specifically designed for battery terminals. Vaseline is also a good alternative.

FUEL INJECTION (EFI)

While the greater history of motorcycles involves the delivery of fuel via carburation, the great majority of bikes these days are fuel injected. With the

efficiency of modern fuel injection there are many advantages. Fuel economy, environmental improvements in emissions, crisp throttle response and ease of tuning are just a few.

As these systems are controlled by an ECU the modification and repair of such systems should be left to those with the specialised knowledge and equipment necessary to make those modifications.

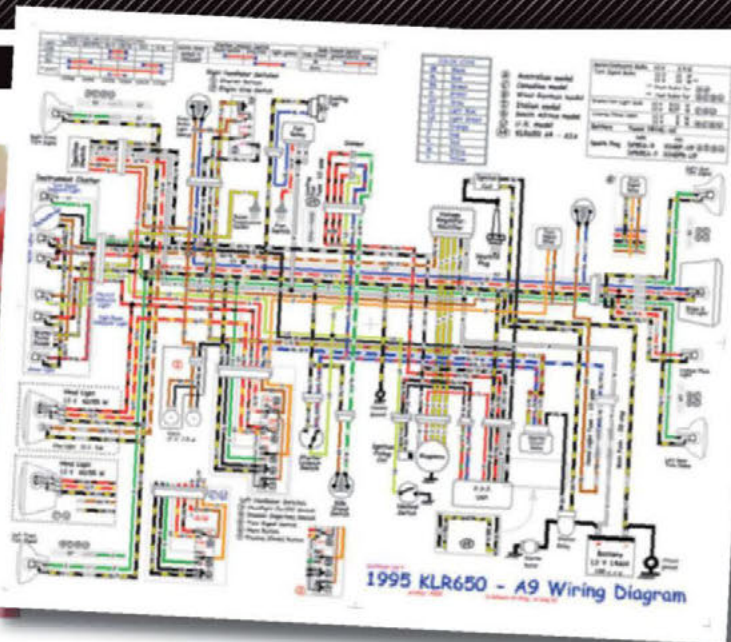
For the purposes of this article I will give just a brief overview. Basically the ECU monitors inputs from sensors on the motorcycle. Air input temperature, barometric pressure, exhaust gas temperature and oxygen sensors in the exhaust, throttle position, rpm, oil pressure and temperature are all monitored constantly by the ECU. Consequently any wiring problems will result in the ECU going into a repair mode and a consequent reduction in engine performance until a repair is carried out. Because the ECU measures such small voltages, a change in wiring can alter resistance and so as such these repairs are best carried out by those with the appropriate knowledge. Having said that it doesn't hurt to inspect and check the wiring and if there are faults or wear point then take the appropriate action to remedy the situation. A case of a stitch in time saves nine.

SWITCHES AND CONTROLS

There are many switches on a motorcycle electrical system that can cause faults and problems on your machine. Many handlebar controls can be disassembled, however this is quite difficult at times, particularly with multiple switches on the same unit. For general maintenance blowing out the switch well with compressed air and applying some light lubrication like WD-40 can do the trick.

If disassembly is absolutely necessary be prepared to catch the small indent ball bearing that flies commonly right across your workshop, never to be seen again!

Be very careful and slowly remove the outer slider before very carefully sliding out the internal parts. There will be a very small spring and ball which is concealed beneath the sliding portion. Exposing the internals though gives you access to the contacts, normally brass or copper, they can often be restored by careful cleaning. Isopropyl alcohol spray is useful and be sure not to apply too much abrasion. These are very delicate parts and removal of too much material will render them useless and require an expensive replacement of the entire switch. ▀



Most manufacturers only supply the complete switch so restorers beware – assembling the parts will test your patience, you have been warned!

Others switches like brake light and kick stand switches can benefit from adjustment, cleaning and lubrication. Use only a minimum of light lubrication though and remove any excess oil as this will only attract extra dirt to the small sliding parts.

MULTI-METER KNOWLEDGE

Investing in a multi-meter will pay dividends, they are a very useful device to test your wiring for shorts, check your charging system and a myriad of other uses.

All meters will give you a setting for VDC and this is your area for testing voltages beyond the regulator/ rectifier. To test stator outputs there are ranges for VAC on most multi-meters. Quite commonly the positive lead may need to be reconnected into a separate input and switch the selector to VAC accordingly. For static testing of stators you can check the windings for resistance, measured in ohms. Manufacturers will give a range that will determine whether your stator is serviceable or whether it may need rewinding or replacement.

There is generally a setting for testing continuity or to check that a circuit is in fact a circuit. Some meters will emit an audible buzz to denote the continuity of a circuit.

MAKING A COMPLETE WIRING LOOM

Ok so you have determined that you need to replace your entire wiring loom. You have taken a photo and have a series of measurements now to work with. Acquire the appropriate sized wire and the correct

connectors that you are replacing. Wurth Industries does make a full range of connectors that are commonly used on motorcycles. Measure each wire carefully then add around 50mm to each wire before cutting. Starting too long is always preferable as an excess can be trimmed, yet adding a small section will be time consuming and messy.

Pull each wire carefully through the outer plastic sheaf using a fine steel wire or modified coat-hanger with a hook on the end. Solder carefully the main connectors and use high quality Japanese electrical tape like Ditto brand to re-tape the loom from the centre toward the outer extremities.

As you reach each branch double tape these areas without cutting the tape unnecessarily. Solder connectors as they are reached and are clearly in the appropriate position whether customised or as per original positions. This way you only cut the final lengths as they are required, so avoiding any costly and time consuming errors.

Most important is to solder each connector. Even though the original loom may not have been soldered, you will have few if any dramas long term with well soldered connections.

SOLDERING IRON TIPS

There are a few tips that will help when it comes time to solder without messy excess solder. Use a fluxed solder or a separate flux. Keep the heated tip of your soldering iron clean by keeping a dampened sponge nearby and periodically cleaning the tip. If you are using a temperature controlled soldering iron set the temperature only marginally hotter than what is required to melt the solder. Too high a temperature will cause excess slag and can contaminate your welds. Another excellent tip is to apply only

A wiring diagram is essential for finding and fixing faults. Just ensure it is for your specific model!

a small amount of solder to your tip, then make contact with the wire to be soldered before it is inside the connector. Then apply solder to the heated wire and it will become wicked with solder. Once the wire is inside the connector, cramp it and once again apply a little solder to the tip of your iron purely to gain conductivity with the connector, then once hot apply solder directly to the heated connector. The solder should wick and melt all through the joint and marry easily to your pre-wicked wire. This will give you a professional looking connection every time with no excess solder on the joint.

If wires are to be connected without a connector, pre-cut appropriate heat-shrink, pre-wick each wire before gently twisting them together length ways. Heat the two wires and they melt together. Finish with heatshrink for a professional look without the ball of wires twisted together like twist-wire that you so often find.

CONCLUSION

The motorcycle is a wonderful thing and getting to know your motorcycle only makes the experience of riding that much more rewarding. I hope that with a little knowledge shared here the supposed black art of motorcycle electrics has become a little clearer for the reader.

The basics are all that you really need, plus a good handful of common sense, some patience and a couple of tools to make things a little easier. If things get a little beyond you, there are always plenty of people with the knowledge to assist, you just need to know how to find them.

A motorcycle shop can be the place to start or a place of last resort, that's up to you! Take your time but most importantly enjoy the experience of working on your own machine and learning new skills as you do. 

A high-contrast, stylized image of a motorcycle rider in a racing suit and helmet, leaning forward on a yellow and black bike. The rider's suit has 'RST' written on the sleeve. The background is dark with some light streaks.

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CRASH TESTER

Well, I have had a good run with my gear for almost a decade and it's time to say goodbye, thanks to a spectacular high side on the Ducati Monster during the nakedbike shootout - Peter Pap.



AGV HORIZON HELMET

The AGV Horizon helmet is a quality helmet, looks great with the Cruel Graphic and is well made with good visibility to the sides. The drop down built-in tinted visor is a nice inclusion saving the hassle of changing visors. It is easily flipped down while riding, so is easy to change as the light conditions change. It started out nice and tight and felt perfectly comfy not long after that. On the road there is negligible wind noise and on the track the peripheral vision is outstanding. Features include a fiberglass and carbon shell construction, IVS ventilation system, Dry-Lex fabrics, removable padding and anti-fog visor.

When I highsided and banged my head on the tarmac it absorbed the shock very well as I felt no shock. Sad to see it go!

OTHER GEAR

As you can see in the photos my Spyke jacket took a few big hits on the shoulder and forearm and the armour did a fantastic job

of cushioning the impact as I expected a lot more pain and injuries. These have been great leathers over the years and very comfy and well made.

The Spyke gloves took a big scrape too and were ground down a fair bit. My RJays Altitude II boots have been fantastic too but thanks to the monster lean angles on the CF Moto I ground the whole sides down completely and then finished them off with the bike landing on them. This just demonstrates why it's important to buy good gear as it'll help protect you in the event of a crash or accident.

I walked away from this accident relatively unscathed but anyone not in this level of protective gear would have been in need of serious medical treatment in a similar crash, which is why it's best to be prepared. **RB**



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LIVING WITH LEMMINGS

It was the weekly meeting of the Lemmings Motorcycle Club (motto: 'Death Before Courtesy'), which gave pause for this reflection. One of the things I find interesting about motorcycling generally and the Lemmings in particular is, despite or perhaps because of the regular beatings, the friendships that one develops.

Of course, I distrust my fellow club members. I have to, as it's my only defence against their betrayal. You might think I am paranoid but, I find that if you are not paranoid it generally means you are just not paying attention.

In their case, when they are not paying attention, they get a well deserved clip across the ear. They often get that, regardless of deservedness but just on general principles.

The Lemmings are, though, a group of generally thoughtful people, who have made mistakes and have learned from them. As a gang, we live by that wise aphorism that those who do not study the past are condemned to repeat its errors. The Lemmings are especially clever by having learned from the past but finding novel and inventive ways to make completely new mistakes.

They say the life of motorcycling, being at one with one's machine, builds character and self-reliance. When one is broken down on the side of the road, necessity becomes the mother of invention. It is also the mother of futile dodges.

Who has lived and breathed motorcycles not to find solace in the long open road? I like long rides, especially when they are taken by people who annoy me. And, as a true Lemming, I distrust camels and anyone else who can go for a few days without a drink.

Most of the Lemmings are married or have partners. There is a little known fact that while ordinary Lemmings have an approximately equal sex ratio, for Wood Lemmings there are about three females to every male. Sadly, we are just ordinary Lemmings, and only become handsome and adored Wood Lemmings in our fantasies.

The Lemmings wives and partners are, to my eye, quite attractive. This leads me to dispel the view that if beauty is not genius it at least indicates a high degree of



"As a true Lemming, I distrust camels and anyone else who can go for a few days without a drink..."

animal cunning.

But the Lemmings wives and partners also remind me not to take appearances at face value. In their case, do not assume every sad-eyed woman has loved and lost. As in their case, she may have got him.

From my mate's perspective, and my own, it would seem that there is one woman whom fate has destined for all of us. If we manage to avoid her then we are saved. But to this, my wife, Ravishing Rae, has just reminded me of the first rule of holes – when you are in one, stop digging.

Once upon a time, my mates were the cool crowd, some would have even considered them to be avant-garde. Then they became 'chic', to be followed by mainstream. Now they are just cliché.

Now and then it is necessary to find solace from these questionable mates, which is best done in reading and in a dog. I find that outside of a dog, a book is a man's best friend. Inside of a dog it is too dark to read.

Coping with all this requires having a sanguine personal philosophy. Mine is – if life gives you lemons, you should make lemonade. And then you should try to find somebody whose life has given them vodka, and have a party!

Having said all of this and as you may have gathered, life has not always worked out as might have been hoped. I always wanted to be somebody and I am. But I now realize I should have been more specific.

As you might appreciate, in motorcycling as in life, I've tried to succeed but failed and, in so doing, have learned that trying does not always equal success. This has led me to alternative understandings, such as if at first you don't succeed, then find out if the loser gets anything.

And speaking of losers, it is a complete falsehood that Lemmings are prone to death. It is just that on mass migrations and other long rides, some of the outliers have a propensity for drowning, falling over cliffs or crashing into immovable objects. Knowing Lemmings as I do, Darwinism serves a very special purpose.

And so, as with my fellow club members, having started with nothing, I have climbed to the lofty heights of extreme poverty. I can say with considerable confidence that I have nothing, and I owe much.

The rest I leave to the Lemmings. **RB**



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BOLTING ON

Spend a short amount of time around anyone who has built, is building, or is about to build a streetfighter and the nerve-jangling subject of aftermarket bolt-on parts will inevitably crop up. It seems that 'bolt-on' bits have gained something of a negative connotation in the custom bike world...

Well, the desire to change away from stock is most definitely a good thing but, much like anything in this life, it's not what you do, it's how you do it. But first we must define what we mean by the term bolt-on. Essentially, it's a mass-produced part intended to be fitted to a production bike to make it different and it can vary from 'bar ends, through to bodywork and tuning goodies. But, to truly fit the name, it must be able to be fitted by simply bolting it on – no modifications or alterations need to be made to the bike or, for that matter, the part itself.

Going back 20-years or so, virtually all of the aftermarket parts that were available couldn't actually be bolted straight on, and they never fitted worth a damn! They either needed a significant level of 'persuasion' (read – swearing, levering, hitting with a hammer, more swearing, kicking and swearing) to get them to fit, or they needed to be modified for the job that they were actually made for!

Nowadays, that's no longer the norm, parts tend to fit, first time, without any fettling. But that doesn't mean that

because they fit they will look good, be a worthwhile purchase or even make your bike any different to the other bikes with the same aftermarket parts fitted...

Aftermarket parts, per se, aren't bad. But crap bolt-on parts are just that and they're invariably very easy to get hold of. The issue that many people have with bolt-on bits isn't purely because those parts are easily available, or because they're crap but due to the fact that (uninformed) people tend to bolt on a few bits and claim that their bike is a 'streetfighter'. Let me tell you now, a Bandit or Fireblade with pink alloy bars, fake carbon-fibre indicators and lights that won't outshine a candle is not a streetfighter!

So, how do you avoid falling into the trap of encumbering yourself with a bike that'll be labelled a 'Bolt-on Special'? Well, you can just avoid buying any off-the-shelf parts but this can mean everything that you want is going to have to be bespoke, one-off, unique and rather expensive. Even if you have the talents to make parts yourself, then it'll cost – in time.

And besides, there are some things that you just can't improve upon, like Akrapovic titanium exhaust headers, Dynojet Power Commanders and K&N airfilters. These parts aren't tainted with the same brush that liberally covers anodised fasteners, purple handlebars and Dominator headlights with disdain and dishonour.

Simply because they're quality parts that do the job they're designed for very well and, importantly, work far better than the standard components!

Admittedly, the more money that you spend, the parts become trickier and far less likely to be slagged off when you're parked outside your local boozer. No-one is going to take the piss out of a pair of \$5000 carbon-fibre wheels...

But you don't have to spend huge amounts of money on things like carbon-fibre wheels. There are some beautiful quality parts at rock bottom prices that even those of us on ultra-low wages, like us impoverished freelance bike journos, can afford. And the trick here is to modify them, whether they actually need it or not, or expand the number of parts for your bike by choosing aftermarket items for other bikes – if you like them, you can just modify them to fit your bike.

Don't restrict yourself to the catalogue of components produced for the make and model of your bike.

Treat aftermarket parts in the same way as you'd treat second-hand parts

It seems that 'bolt-on' bits have gained something of a negative connotation in the custom bike world...

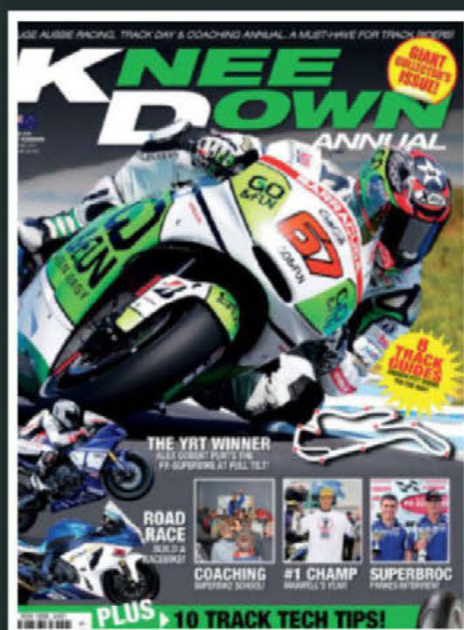
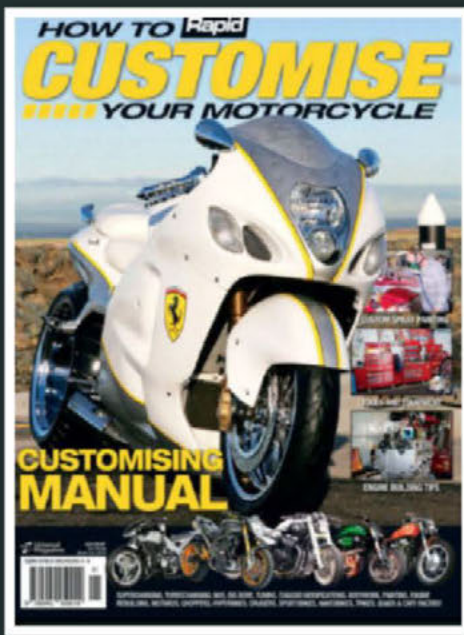


– if you like the look of them and want them on your bike, then buy them. If they don't fit, then find a way to make them fit! And if you have started on the slippery slope of cheap, anodised and false carbon-fibre tat, then all is not lost. Anodised aluminium can be cleaned, polished, powder-coated or painted, tacky aftermarket mini indicators can be stripped and fit with LED lights, maybe with built-in brake lights.

Dodgy chromed twin Dominator headlights? Fit a HID conversion, paint the shells to match your bodywork and make some new brackets that actually hold the lights in a place that looks better than the original clamps that made them stick out like a bulldog's knackers.

Change, modify, innovate. Above all, don't follow the crowd. 

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WORKING WITHIN THE SYSTEM

BY-THE-WAY OF LEGAL INTEREST

REPRESENTATIONS

David is a tradie who just bought a 'new' secondhand Lexus with the silky 4L V8. He was driving near Wallacia on a wide country road which changes to a surprising 50km/h as you approach the village. He had the car for less than a week and was deceived by how smooth it was to drive and also thought it was an 80-zone.

He was caught on Lidar doing 45 over and charged with not only the speeding but also Drive Manner Dangerous which is a Major Offence with an automatic three year disqualification and requires a Court attendance.

His licence was also suspended on the spot.

This was catastrophic for him and I looked at the scene from his photos and Google Maps and it showed a country road with wide shoulders and no footpath, so advised him to let me make some written Representations to the Police asking them to withdraw the serious charge and accept a Plea of Guilty to the speeding which would mean an automatic six months disqualification – still difficult but do-able.

I made the Reps and they were

successful meaning only three more months off after court, as he was given credit for time served, no criminal record, a reduced fine and was a happy boy!

BEYOND DUTY

Sam is an employed qualified car mechanic but has lost his licence for youthful but serious indiscretions until 2020.

One day while working on a customer's car with a difficult to diagnose problem, he decided to drive it home and back in the morning when it was cold so he could better work out the problem.

Murphy's Law applied and he was pulled over by a Highway Patrol for a vehicle inspection (it was a hottie).

A silly error of judgement that cost him another (mandatory) two year disqualification and a fine of \$1500 but he was saved from the maximum \$5500 fine, two years gaol and seven years off the road (with the additional five-years for being a Habitual Traffic Offender)

He deserves a medal but he paid the price for being a hero when he didn't have to be one....

Consequences!



HOOT

I love motorcycles with a passion but have had good times in the last two years in our stove hot MX5 factory turbo thanks to James Spence, (james@circuitbreakers.com.au).

I have had two days in two months at The Farm both times with a couple of other cars and about 12 bikes.

I have also had the fortune to swap cars there and have driven another later model MX5, A Porsche Carrera S and an Audi R8, awesome fun indeed....

What is great about this set up is that a lot of the bike riders get interested in the cars and ask for a ride as a passenger. It's fun to watch the body language while hurtling around this awesome venue because of course the braking and corner speeds in a hot car are amazing!

Comments are usually OMG, I had no idea, wow you corner so fast, amazing grip, awesome brakes, I have never had this type of experience etc...

Last time only two passengers got car sick, so I must be getting smoother...

Let's live the dream and meet on the winding road or single track... and you can always contact me on mark@lawstop.com.au

MISCELLANEOUS RAMBLINGS

BROKEN BONES

I discovered in October that if your dirt bike hits a one-metre thick and 20m long log at about 40km/h the log will not budge! However to every action there is an opposite reaction and my KTM 500 enduro bike suffered minor damage to the headlight area and a bent up Bark Buster.

When I got back on the bike I also realised that while my hand did not contact the log, decelerating from 11m/s to zero did something, in this case breaking my fourth Metacarpal and gave me swelling (still some there after six-weeks) and severe bruising of the palm.

I have had a look at the accident site since and now know that a straight edge of a dried up mudhole can take over the steering duties when your back wheel drops in it!

Another lesson learnt!



DISCLAIMER

"Sue me????... Don't be a Wanker... OR IN OTHER WORDS... The above article is topical entertainment rather than legal advice as your circumstances and rules that apply to you are likely to be different. For abundant caution seek individual legal advice for your actual situation."

WORDS & PHOTOGRAPHY: **MURRAY NETTHEIM**

OZCAPADE

Four friends, a plan, three bikes and time off work meant 14,000km in four weeks...

What started as a strange concept of seeing all the 'Big Things' in Australia on weekend trips quickly manifested into a plan to travel around Australia and see as many of them as possible in a single circuit!

A mate – Matt Staunton, his wife Lisa, another friend Suz Mills and I, over a 12-month period, planned this trip with the option to modify our routes easily if required. Choosing to leave in July and avoid the wet season, we organised leave from work, got our bikes sorted and the support van prepped and before we knew it we were off on our OZCAPADE.

We left on three different bikes – I was on a Triumph Tiger 800XC, Matt on a

Kwaka KLR650 chook chaser and Suz on a Suzuki GSX650R... A single, a double and a triple, and Lisa in the Hyundai iLoad.

Matt, Lisa and Suz came down the night prior to setting off from Coffs Harbour and stay with me before we head off.

Leaving the NSW Central Coast we headed south, the weather was cool but clear. Getting through Sydney's south east and down to Stanwell Tops, we crossed the Sea Cliff Bridge and made our way to Nowra, where the weather changed to very cold. We then head down to Eden for our first overnight stay. The plan was to stay in cabins where possible and avoid staying in the elements and thankfully so as we were about to discover.

We waved goodbye to Eden and crossed

There's nothing like a riding trip around Australia to reinforce what an amazing country we live in, not to mention how good all our creature comforts are!

the State border into Victoria the next day, with the news the weather was to change later in the day to much worse, a correct forecast! By the time we hit Sale it was very cold and windy and as we got closer to Melbourne the rain started and visibility dropped to less than 10-metres as we ventured down the freeway to Sorrento where we caught the last ferry of the day and made our way to Queenscliff.

The local Pizza Shop was our first phone call and not a bad one either!

After Queenscliff was the Great Ocean Road, excellent in the dry so we were told, however in the rain the road was slippery at best and dangerous at worst, with many sections of the road covered in leaf litter.

We stopped at Allansford at the Big



Visiting all the 'Big' tourist features they could manage in a single trip was a work of genius instead of trying to see a few on weekends.

Milkshake and headed to Mt Gambier after crossing into South Australia.

Two days, two State borders crossed – not bad. At Mt Gambier we stayed in a motel circa 1975. It still had the original heater, stove, wallpaper and tiles. After Mt Gambier the rain continued all the way to Robe and Kingston SE. We also saw our first emu and had a few cattle running down the road...

Finally the sun came out and we saw the Big Lobster in Kingston before making our way through Murray Bridge then the Adelaide Hills, where we stopped at the Big Rocking Horse at Gumeracha, before riding to Wallaroo and staying the night.

The following day we decided not to take the ferry across the Spencer Gulf and rode to Post Augusta and onto Streaky Bay via Kimba (Big Galah-Half way across Australia) – this was the better decision.

At Streaky Bay we saw the Big Shark in the back of the Shell servo and the next day headed to Ceduna and across the Nullabor, staying at Border Village (SA/WA Border) after stopping and seeing the Big Oyster in Ceduna, The Great Australian Bight and the Big Whale at the Nullabor Roadhouse.

So far we'd had no issues with any of the bikes, which was great.

I did manage to kill a few birds on a regular basis as they flew out in front of me. Body-wise we were all OK, however, Matt's back was giving him some jip so plenty of pain relief and time off the bike at every stop was required.

We also discovered the culinary delights of the servo 'hot box' and compared servo food at every stop.

We left Border Village, South Australia at 3°C, rode 100m, had the quarantine inspection and went into WA... then it was basically straight roads all the way to Norseman. We could see rain in the distance but what we received was only minimal. We rode the longest straightest road in Australia – all 140km of it, then headed into Norseman for the night.

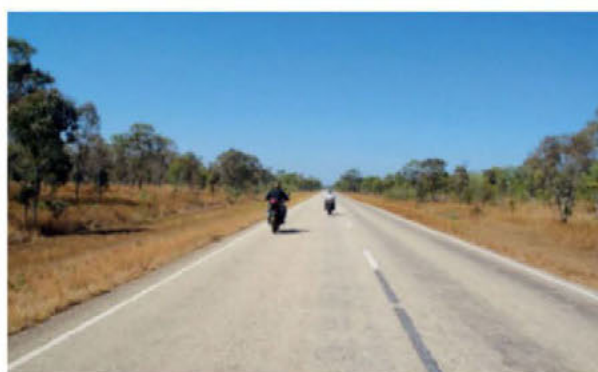
Seven days down and heading down to Albany and onto Margaret River we had good sunny and dry conditions, however by Ravensthorpe that all changed. At this point it started to get windy – really windy, with about 85km/h crosswinds and the rain was torrential. Overtaking semis was difficult as we couldn't see ahead or at times even see the lane markers...

By the time we got into Albany we were wet and cold and grabbed another cabin where we could dry all our gear. Suz had a small fall in the carpark while doing a U-turn and dropped the bike on her ankle.

The next day we headed to Margaret River. We decided that we would have our first extended day's rest at this point and partook in a wine tour for good measure.

We left Albany after getting some exceptional service at Albany Kawasaki and rode into a cyclone – literally! A massive storm front and wind arrived and we were wet and cold. The temperature didn't get above 6°C all day... somehow we missed a turn and ended up doing some backroads

14,039kms, 23 riding days, three rest days, one new rear tyre ...a lot of miles and a thousands of smiles..



but managed to get on track again and were in a cabin by 4:00pm!

Apparently this was the worst storm Margaret River has had in 30 years and we rode through the middle of it!

Heading through Bussleton it was cold and misty but by Perth the weather was perfect. Matt changed his rear tyre here, while mine was starting to flatten off and Suz's was looking good.

We passed through some spectacular country that words cannot describe through this region. The country was changing and the sand was now very red, reminding us of just how far we'd travelled. We rode to the top of the Mesa and looked back towards Monkey Mia and Shark Bay.

Heading up to Broome we stopped at every roadhouse along the way for fuel and also carried a 10L can of juice as a back up, which we were thankful for as it was used a fair bit in the next week.

During the 400km to Broome it rains and rain hards... 🇨🇦



After 400km of nothing but water spray and very little of anything else we roll into Broome under dark skies at 4:00pm thinking it was 8:00pm. It's decided Broome is our next stay-over. We do an oil change the next day and see the sights.

I have friends in Katherine and decide to call ahead and get them to organise me a new rear tyre and a new chain for Matt. We head out to the Gorge and then down to Daly Waters and Tennant Creek, stopping at the Mataranka Springs, Larrimah Pub (the Big Stubby) and sightsee the 'Old Telegraph Station' and 'the Pebbles' at Tennant Creek, while also doing a museum tour at Battery Hill.

We leave and head east on the Stuart Highway past Barkley Homestead and into a headwind that drops our fuel economy by almost 30km per tank. The fuel changes from servo to servo and we fill with 98 Octane at every chance; however, there are some fuels out there that just don't help the economy of the bikes.

After heading into Queensland and stopping overnight at Mt Isa, we catch up

with Tex and Bundy, who ride with us for the remainder of the ride, as well as Matt's dad who drives down from Magnetic Island to join in on the fun!

Heading down to Winton, we stop at the Walkabout Hotel in McKinley and again at the Blue Heeler Hotel at Kynuna... At Winton, we find the fence behind the pub made of all sorts of refuse and also see the Waltzing Matilda museum, before we move on again and head to Longreach. There's a nasty 'roo plague in this region and plenty of carcasses all the way, I lost count at 400.

At Longreach we were greeted by an emu in the carpark of the van park! We decide another rest day was needed and tour the Stockmans Hall of Fame and the QANTAS Museum, before we continue onto our final destinations.

After Longreach we head down to Emerald where we said goodbye to Matt's dad and then rode into Springsure. From Springsure we headed down to Toowoomba where we met up with one of Tex's mates and onto Willowbank.

For Matt, Lisa and Suz, the next leg

There was plenty of good weather to balance out the storms and rain, with the three bikes not missing a beat the entire time, despite the often harsh Aussie conditions.

is the last part of their trip and they are keen to get home, and I can't blame them, so far it's been 25 days of riding in all sorts of conditions.

Willowbank is extremely foggy when we leave and head down to Nerang, by now the sun is out and warming us up, then down the M1 to Byron Bay (lighthouse), Ballina (Big Prawn) and eventually Coffs Harbour (Big Banana), where there's a group of friends waiting to welcome us in.

We enjoy a night on the town and it's a big relief for us all to have gotten through the trip safe and sound.

The next morning as I head home along a road I've ridden many times, I realise that the last 500kms is the last I'll do of this adventure.

Arriving home, I ride into the driveway, hop off the bike and look at it, covered in bugs, feathers, red dirt, brown dirt, road grime and layers of tar... and the bike hasn't missed a beat.

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YEARBOOK PRAISE

I spent a large proportion of Christmas sitting around the pool while the kids played, flipping through the *Rapid Bikes* yearbook, *Turbo Streetbikes*, *The Classic Motorcycle* and *Retro* (sorry you are leaving *Retro Jeff*).

And have enjoyed them all but I really want to congratulate you on the *Rapid Bikes* yearbook. As a reader since issue #1 I can say this is one of the better yearbooks so far. The ZX-10R Titanium was my fave as a ZX-10R owner. My wife is gutted that I've read that story as she knows I'm going to burn the credit card at Pro Bolt now! The CBX6 Café Racer has to be the trickiest Aussie bike we've seen for a

while and the talent that went into building it is mind boggling. Also loving the track stuff so keep up the good work everyone!

Fin, Email.

G'day Fin,

Thanks for the kind words and feedback. We put a lot of effort in and it's nice to hear the happy stuff. This issue should be even better. As a long time reader you will notice we have gone back towards our performance roots a little more aside from the touring story but that was for a good cause and is a great yarn. – Ed

SHOOTOUT RESULTS

I read your nakedbike shootout with interest and have to say that although it was a fantastic looking test I think it was not complete without the MV Agusta range. Please explain!

Ben, Email.

G'day Ben,

Thanks for the feedback. This is one of many emails asking where the MV was. MV Agusta Imports Australia declined to take part in the test and failed to communicate a reason. In short, they basically didn't front up. We were as gutted as anyone as the Brutale 1090RR was the winner last year. Sorry mate still no replies from them so we are at a loss. – Ed

NAKED FUN

The Big Bore Nakedbike shootout was bloody fantastic, congratulations guys and Heather! I am not surprised it is so close. As a new S 1000 R owner I can tell you first hand that after testing most of the bikes in the shootout, including the winning bike – the EBR, deciding was tough. In the end I went for the BMW as you just cannot beat the value and quality and the trick options it has. However, your test was based on fun and I definitely agree the EBR is the most outraguosly fun naked on the market!

Well done and thanks for the best naked test any Aussie mag has ever done. Three parts and 22 bikes. Huge!

Doggie, Email.

G'day Doggie,

I'm not going to ask why they call you that!

Glad you agree and yep on reflection of that test I still grin but yes it was a farkin' big job. – Ed



SIX-PACK

The CBR6 Café Racer featured in the yearbook is something else. Why was the boring stock standard YZF-R1 on the cover? C'mon guys and girls this CBX was too cool and should have been front cover!

Steve, Email.

G'day Steve,

Mate we always give the boss two covers to choose from. Here is the other option. The YZF-R1 cover was chosen and you have to admit it's a pretty cool thing and big news. It's always tough to decide. – Ed



MORE ON THE YEARBOOK

Well here it is New Year's Eve and I'm reading your editorial Mr Ware. Yes it is the year of the sportsbike thank God for that. So many shitty boring bikes the last few years, finally we have some decent performance machines heading our way. I'll drink to that and my NY resolution is to get my elbow down!

Steve, Email.

G'day Steve,

Hopefully you had a good NY and didn't wake up too crook! Send us a pic of that elbow down mate. – Ed

TITANIUM

Hi guys, I own a ZX-10R that is currently stock right down to the reflectors and the exhaust. However, after seeing and reading about Peter's Titanium ZX-10R in the yearbook I'm absolutely on a mission to sell my left nut and get lightening. This is the way to go.

I agree with Peter that the engine is enough and so nice on the street that it would be a shame to tune it too much. Instead, losing weight is the way and when it comes to eye candy that is the hottest Kwaka I've ever seen. Sorry Peter but I am going to copy your bike! Just as well I'm in Perth!

Gaz, Email.



RZV500R

Just got my subscription edition of *Rapid Bikes* today, and having read your editorial, felt like telling you about my bike (which arrives Wednesday). I picked up a unmolested imported 1984 RZV500R with 8000km on it. Living a dream I had from the late 1980s. I have had my eye out for one of these as they have the alloy frame. They were restricted for the Japanese market by jetting (#165 main) and restricted exhausts (collars at the beginning of the expansion chambers).

So the plan is to leave it visually original. I have ordered a set of Jim Lomas expansion chambers that are painted black with stainless silencers same shape as the originals. They should arrive in a week.

A Wilbers rear shock and RaceTech internals for the front, with progressive springs, should sort out the suspension. Upgrade the brake pads. Then pull it down, check, clean and grease everything. I want to ride it before I pull it apart. I joined a classic motorcycle club. It's eligible for club rego!

My questions for you are:

Where is a good place to sort out the jetting and tuning?

What would you do to the motor if it was yours?

Do you want a ride, if you're next in Wagga, or we meet at track day?

Mark Murray, Email.

G'day Mark,

First and foremost – bloody oath I would love a ride! I've never ridden one and that is my absolute dream bike.

Secondly, the only tuner I can genuinely steer you too is Dudley Lister, Wyong, NSW.

A long way away but the absolute RZ500 guru. Every time I go there he has about 10 of them in the workshop. He has a Dynojet Dyno and has been tuning RZ500s since they were new. He was also a World GP mechanic and tuner when Yamaha were racing V4s and he was the manager and crew chief of the Marlborough Yamaha Team. He's the man. In fact, I did a large proportion of my apprenticeship working for Dudley and Len Willing. His ad is on the Rear End page. Lastly, what would I do with the engine? With 8000km use I would not touch it aside from a service and get the jetting right and derestricted. Engine would stay stock if it was mine. – Ed

WINNER

NED FAN

Ned, your rendition of one of Hamlet's most famous soliloquies was brilliant! *Retarded Spark* is one of my favourite sections in *Rapid Bikes* and for me *Rapid Bikes* #93 had the best *Retarded Spark* yet.

Having had to study Shakespeare from Grades 9 to 11, it was nice to read Old English without wanting to ride into a brick wall. I'm sure Shakespeare's sitting back, drinking a cup of mead and appreciating your work wherever he is. Keep up the good work Ned and *Rapid* crew,

Jayden, Email.

Hi Jayden,

Many thanks for your kind comments about the last piece in Rapid Bikes. It was hard to gauge whether people would get it but it was a bit of fun to write and I appreciate you letting me know it hit the mark with you. Trust you continue to enjoy your riding – stay sunny side up! – Ned



WIN!

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WINNERS ARE GRINNERS!

Here's a few snapshots of some of the many podium placegetters of the fantastic season that was 2014!





TRACK MODS

Turning your daily rider into a bike that can handle itself at a track day can be tricky. Here are a few tips...

A while back I found myself in the position of having my R1 as my main mode of transport. The bike had to fill the role of commuter, weekend warrior and track day bike. Being a heavier bike, with soft suspension, the R1 was great on the street but a bit of a handful on the track. Over a period of a few months and with a budget of around \$7000, I made the bike into a real weapon...

What I needed was a bike that could be set up with a few clicks at the track and backed off for the street – with nothing else needed apart from adjusting tyre pressures at the track. I wanted easy, fuss-free ride day fun...

First stop was to Zenodamper to see James Gunn. Jim got to work fitting Ohlins pistons with a more linear control rate than the standard ones. He also fitted Ohlins fork springs that were five per cent heavier than stock. That solved the nose heavy feel of the bike to some extent.

He then made a custom WP shock for us, using a 2006 R6 shock as a donor. He then fitted WP 2009 R1 internals, a half-rate higher weight rear WP spring and upped the shock length to increase ride height.

With the suspension sorted and an incredibly big difference in performance, it was time to look at weight loss and tuning. First up a full M4 system from John Warrian. Then the tyres were replaced with Metzeler Racetech Interact K3s. The brake rotors were swapped for EBC wave rotors, pads replaced with EBC HH pads and the lines swapped for Hel Kevlar lines.

A set of Gilles Tooling rearsets went on too and some trick ABM parts including a top triple-clamp

and handlebars, plus Titax levers and Rizoma alloy caps and reservoirs. As much plastic as possible was replaced by Powerbronze carbon-fibre and then a Power Commander V was fitted and tuned by Dave Holdforth.

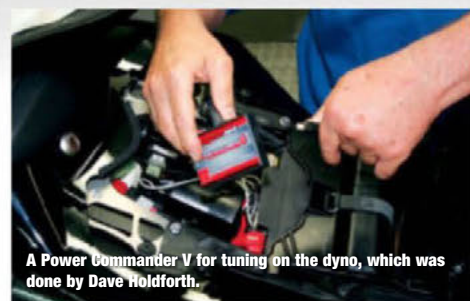
With all that done, all I needed to sort was gearing so I had Ben Shaw from Extreme Creations whip up one of his famous BxP rear sprockets (two-teeth larger than stock) in his CNC machine. Throw on some Oggy Knobbs crash knobs and I was ready to roll... 



AMB 'bars and Titax levers.



Gilles chain adjusters.



A Power Commander V for tuning on the dyno, which was done by Dave Holdforth.



Wicked M4 pipes from John Warrian for some real bark.



James Gunn made a custom WP shock to suit.



The exhaust prior to the slip-on M4 mufflers was wrapped.



A custom BxP rear sprocket from Extreme Creations.



Axle armour front and rear was added.



Ohlins fork pistons for more linear behaviour.



ABM billet triple-clamp.



Gilles rearsets with carbon-fibre heel plates.



WHAT WE FITTED

- M4 carbon-fibre slip-ons
- GYTR airfilter
- Power Commander V
- Mapping by Dave Holdforth
- Zenodamper WP rear shock
- Zenodamper Ohlins kitted forks
- Metzeler Rascotec Intersect K3 tyres
- EBC wave rotors front and rear
- EBC HH brake pads
- BxP custom rear sprocket
- Gilles rearsets
- Hel brake lines
- Ignitor alarm
- Axle Oggys
- Oggy Knobbs
- Gilles chain adjusters
- GYTR fender eliminator
- MRA screen
- Radguard radiator guard
- Powerbronze carbon-fibre frame covers
- Powerbronze Carbon-fibre front guard
- Rizoma fluid tanks
- Oberon billet fuel cap
- Titax levers
- GYTR grips
- ABM handlebars
- ABM triple-clamp
- Silkolene lubricants
- Liquid Performance coolant



Plenty of Powerbronze carbon-fibre looks the business!



An Oberon billet fuel cap for easy access.



GYTR Yamaha R1 specific grips.



Ohlins fork internals prior to fitment by James Gunn from Zenodamper.



EBC wave rotors, HH pads and Hel Kevlar lines were added.



Rizoma billet fluid reservoirs.



WORDS: ANDREW PITT

ON THE GAS

Open the throttle as wide and quick as you can. It's that simple... or is it?

This topic is one of those things that 'we racers' always tend to be a little impatient in getting done. The old saying has always gone when someone asks you how you are going to go quicker the automatic response is 'brake later and open the throttle earlier'. If only it were that simple.

Before really getting into throttle opening, there was always one part of the setup that I needed very smooth before I could really focus on throttle opening and that is the initial pick-up of the throttle or the transition from closed throttle to that first crack. This is just to get the bike settled and pick-up the drivetrain and feel the connection with the rear tyre.

On a new bike or even when a new map was installed and particularly since the heavy reliance on traction control has come to the fore, that initial pickup became the priority that everything else was built on.

The first day of testing a new bike, and sometimes just the arrival at a new circuit, could mean plenty of time spent on smoothing out the aggressiveness of that initial crack

of the throttle. When it is too aggressive the bike tends to jump, which unloads the front suspension then reloads it when you try and get it back under control. The compromise is definitely two-way with the need for feel from the direct connection to the rear tyre but also not too soft on opening so that you can't really feel the grip level of the rear tyre.

Once the desired pickup is achieved and the rider has the confidence to really open the throttle it becomes a matter of laps and the particular corner in working out the quickest way to exit the particular turn in question.

In a long constant-radius-type turn like the Southern Loop (Turn 2) at Phillip Island, it requires getting back on the throttle quite soon after releasing the brakes and hitting that first apex on the entry. It is more to keep a constant speed around the corner and getting the bike loaded and set up for the exit. When you have it turned and pointed down towards turn three, you then start to pick it up more to the centre part of the tyre or off the edge of the tyre and really get the throttle open.

The opposite type of corner is Honda Corner (Turn 4) which is much slower and more of a stop corner that involves much lower corner speed but then a sudden need to get the bike up and accelerating back to speed again down towards Siberia. It is pointless trying to carry a lot of corner speed around a corner like Honda Corner and getting on the throttle too early because you run out wider on the exit and therefore never really get it off the side of the tyre and sometime never really to full throttle.

I always found it better to sacrifice a little mid-turn speed around Honda and get the bike turned and over the little bump in the middle of the corner so that I could pick it up and get the throttle opened to full as soon as possible in order to use the power the bike has on the fat part of the tyre.

I touched earlier on traction control and its effect on throttle opening. Put more correctly and simply would be to say traction control lets you open the throttle earlier. When a rider feels that the task of getting the tyre hooked up on the first part of the opening is being taken care

of electronically you tend you get more and more confident with throttle opening but it does depend on traction still and if the traction is simply not there then the bike just won't go anywhere. Keep in mind though that it is still very much possible to highside a bike with traction control.

The point where you can open the throttle can also vary a lot from the first day of practice when the circuit is dirty to race day when the track is a lot faster. Usually on day one, tyres are not working really well on the dirty track and as the rubber gets laid down things will improve.

A wet track and wet tyres can change things quite a lot, too, compared to your reference points in the dry. In the wet, I generally found that I picked the throttle up quite early just to keep the bike loaded around the turn and balanced because any sudden movement can leave you sliding up the road on your arse or head. I'm only talking maybe five per cent throttle opening but just enough to keep the tyres loaded. Of course, once you start opening it on the exit you really need to be smooth and consistent all the way to full throttle. I found the mental concentration was really intense in the rain but staying on top of it really allowed you to reap the rewards.

Once wheelie control started to be introduced, that also made throttle opening quite a bit easier whereas before you had to control it with the rear brake or try and short shift a little and keep it out of the power a bit. The wheelie control allowed you to just open the throttle to the stop and get on with it but again the delicate balancing act was in not taking too much power out of it so you lost out on acceleration.

Another interesting experience I want to share with you is the 'against all logic' of opening the throttle on qualifying tyres. You really need to forget what your brain is telling you and convince yourself to open the throttle so much earlier and harder on the side of the tyre for one lap.

The most fun I had one day was when I was testing the factory Yamaha M1 800 for Michelin in Spain when we were trying to get the tyres on the pace of the Bridgestones. We spent a whole morning testing rear qualifiers and then front and rear qualifiers together. With the fronts I could simply brake hard all the way to the apex and then crack the throttle almost as soon as I got off the brakes and get it onto the super-sticky rear qualifier that didn't move. The trap there was that straight after lunch I was back out on race tyres and sure enough I took the bait and fell straight into the trap of losing the front on the brakes entering a fast right-hander. Lesson learned I suppose.

In summary, the biggest piece of advice I could give on throttle opening is to go by the conditions of the track and the type of corner you are going through because no two corners are the same and therefore openings will vary. Of course you need keep in mind that old saying of, 'Sometimes you need to slow down a little to go faster.' 





THE BENEFITS OF LAP TIMING

Sectors, splits and timing systems explained...

I still remember my first track day like it was yesterday. The trepidation and nervous anticipation seemed overwhelming while I gridded up for my first lap around a race track. It's an experience I'll never forget. And, as I look back while considering material for this article, I find myself reminiscing over fond memories as I follow the timeline of my experiences from race-track-newbie to track day junky and beyond.

But, if I'm going to be honest, I don't think it would have been half as much fun without my friends who were there with me to share the experienced as we pushed each other to go faster and faster, knocking a second off here and a point off there. Chasing that new 'personal best' time is what kept us going back again and again. And, if you think about it, your best time around a circuit or through a tarmac stage, really is an integral part of the reason why racing is so addictive.

Whether you're into bikes or on a bike, I think you'd have to agree that a day racing on a

closed circuit is nothing short of exhilarating! It's an experience that simply cannot be duplicated on a public road. But once the buzz wears off, the next question you may find yourself asking is, "How fast can I go?" or even more consuming, "Who can I go faster than?"

If you're a track day junky like me, chasing the fastest time you can, or you've taken the next step and entered the world of competitive racing, at some point you'll find that there's a little magic number out there that will sometimes have you smiling and sometimes lamenting, often on the same day. In this article I'll attempt to help you understand how to improve this number through the use of live lap timing and post session analysis of lap timing data with a GPS lap timing system.

My position at Roost Industries along with a short stint coaching superbikes at Phillip Island a few moons back, has given me a unique insight into the psychology behind improving lap times in riders/riders via the use of live timing

equipment, as well as benefits of lap timing with GPS timing systems.

But first I'd like to point out that, like many things that go into posting a fast lap, just knowing your lap time is not the whole answer. Getting around a racetrack quickly is generally the culmination of good rider skills, track knowledge, motorcycle knowledge and a level head... a good lap time is just the result. But if we already know this, how can we use lap timing information to help? The answer lies in the human psyche.

Most people like to learn their own lessons, racers are even worse. Some people who are, let's say "spirited road riders", often think they already know how to ride a bike fast. When they come to the track for the first time they can bring with them a plethora of habits that can be very hard to break!

Why? Because, through their own experiences, they have been conditioned to think a certain way for such a long time that

it can be a real job for an instructor to break those habits. There is a myriad of information that can be taught to a new rider to help them improve their lap times such as getting early on the throttle and late apexing but unless they see the results of these lessons themselves, they can have hard time absorbing the information.

Let's have a look at the common new rider habit of rushing corners and see how having a live lap timer can help the rider understand the benefits of slowing down their corner entries so that they can get early on the throttle right.

EARLY ON THE THROTTLE

If you ride a bike fast it feels scary right? So it stands to reason that the faster you ride the scarier it will feel? Not necessarily true... If you've ever heard a faster rider or instructor talk about being smooth then they are talking about a fast lap. You may have even heard them say something like, "Slow in fast out."

Rushing or diving quickly into corners and destabilising the motorcycle on corner entry is a common newbie trait. It feels quick because the motorcycle feels loose and on the edge, which in turn feels fast but is not necessarily the case. The problem with this kind of riding is that it has a cumulative knock on effect corner to corner, that ultimately adds up to a slower lap time. Let me explain.

If you rush a corner entry, you'll put yourself and the motorcycle in a position that makes it difficult for you to hit your apex, you will also find it much harder to get on the gas early as you'll need to bring the motorcycle back to a point where it's stable enough to start applying more throttle.

This means that you'll be late getting back on gas which in turn gives you less straight line speed to the next corner. Now, you might be thinking, "So what? Whatever I lose in straight line speed I'll make up for by rushing the next corner." Not true!

This kind of rationalisation is a false economy. To know why it helps to think of an imaginary racetrack broken up into three sections...

BRAKING POINT

When approaching a corner, this is the point on the track that you begin to apply the brakes. The distance from the brake point to the turn in point accounts for approximately 15 per cent of the total racetrack.

TURN IN POINT

This is the point on the track that you first apply a steering input to the motorcycle or initiate the turn. The distance from the turn in point to the apex accounts for approximately 10 per cent of the total racetrack.

APEX

The apex is the point in the track where your motorcycle is closest to the inside of the corner or ripple strip. It is also (in many situations) the point on the track where you will begin to start to apply more throttle. The distance from

the apex to the next brake point accounts for approximately 75 per cent of the total track.

Ok, so now we've established that the largest percentage of the racetrack is made up of our third section, apex to brake point, it seems obvious that this is the part of the circuit we should be focusing on improving, as it's where we will make the most gains. For example, a faster/rushed approach into the brake point and the turn in point (25 per cent of the track) will generally result in late application of the throttle and a slower time exiting the apex to next brake point (75 per cent of the track) and in turn a slower total lap time all up.

Alternatively, a more controlled/less rushed approach to the brake point and the turn in point will result in earlier application of the throttle from the apex to the next brake point and in turn a faster total lap time.

You may now be wondering what all of this information has to do with lap timing itself? Well, this is where the psychology comes in to the equation. I've often found when looking at a racetrack in the above way, the answer to the question, "How can I improve my lap times?" seems very clear. I should focus on increasing my speed through the part of the circuit that covers the largest percentage – apex to brake point.

However, as I mentioned before, people like to learn their own lessons, racers can be stubborn and there's only so much information you can tell someone before they start to tune out and revert to old habits. This is where a good timing system can really help. If you give someone the information they need to drive a motorcycle faster they may listen but until they see results it can be difficult for them to reject the old misconception that "Scary is fast".

A good lap timing system really is the only way to see the benefits of lessons such as the

one described above. If you have a live lap timer on your motorcycle you can see instantly if the lap you just did was faster or slower and you can capitalise on that information immediately.

Let's say you're at Phillip Island Circuit and look down at your timer and see a personal best time and think, "What did I just do to achieve that time? Ok, I remember that I entered turn 12 slightly slower but I think I got on the gas earlier. Wow that didn't feel that fast but I've just busted my best time!"

It's this kind of instant feedback that allows you to make significant gains and realisations that you would not normally make if you were simply checking your times after each session and thinking, "Oh, that was a good lap, what the hell did I do to achieve that time?"

If you have done 10 laps and are trying to recall which one was the faster one, you may even fall into the trap of thinking it was the one that felt scary and loose when in reality that was probably one of your slower laps. Without a live timer on the motorcycle you may never know.

The situation described above is only one of many where having access to reliable live lap timing data is a huge benefit in helping to improve your lap times. A quality GPS timing system will display live sector times with a plus/minus or green/red indicator to show you whether your last sector was better or worse than previous sectors. This is a very handy tool for setting a qualifying time as it allows you to make a judgement on whether you are on a good lap or not when you are only half way through that lap. If you are see a lot of red sectors popping up you will know you are on a bad lap and you can back off, save your tyres and push harder on the next lap. Alternatively if you see a lot of green sectors then you'll know that you are on a hot lap and should keep pushing for good time. ■





Yet another example is in post session reviewing of logged data. Many GPS based lap timing systems will allow you to review information such as speed and position at any point on the circuit.

Some of the better systems allow you to run comparison analysis between two laps. So, let's say you would like to compare one of your slower laps to one of your faster laps. Or even better, you have a friend who is riding a similar motorcycle and is consistently a second or two a lap quicker than you and has generously offered to let you use his lap timing data.

You can overlay these two laps and see why he is faster than you. Looking at this kind of post session data, you can compare his speed to yours at any point around the circuit and it becomes glaringly obvious what he is doing to make the gains. To take it even further, some units such will even allow you log engine information such as revs, throttle position, oil temp etc.

So, not only can you compare speed and position to a faster rider but you can also see their throttle position and revs at any point around the circuit. This kind of information is invaluable if you want to discover how another rider in a similar motorcycle is achieving lap times faster than yours. Just make sure you buy them a beer or two for the privilege!

Let's have look at a few different types of personal lap timing systems and the pros vs cons of these systems.

TRANSPONDER TYPE:

Transponder type systems use a transmitter that

is placed trackside and connected to a bike battery or other 12v source. The transmitter sends out an infrared beam that is picked up by a small receiver that is mounted on the motorcycle. The lap time is recorded when the motorcycle rides past the beam and trips the receiver. Accuracy +/- .001 secs

Pros: These are generally the cheapest lap timers to purchase.

Cons: They will only record lap times, no other data is recorded. Beacon transmitters can run batteries down quickly so often a 12v battery is required to power them.

MAGNETIC STRIP TYPE:

Magnetic strip lap timers have a small magnetic pickup that is mounted on the motorcycle and connected back to the lap timer. When the magnet travels over a magnetic strip in the track the timer records the lap. These timers are popular with kart racing because they are very accurate especially on smaller circuits. Accuracy +/- .0001 secs

Pros: Fairly cheap and simple to run. Extremely accurate.

Cons: Can only be used on a track that has magnetic strips installed. They will only record lap times, no other data is recorded.

GPS LAP TIMERS

GPS lap timers use a Global Positioning System to record the motorcycles position in time and space. From this information many things such as lap times, 1/4 mile times and 0 – 100 times can be deduced.

Pros: Will delivery much more useful information than transponder or magnetic



type. Do not require external "pick up" source. Can display live split times. Accuracy +/- .01 secs

Cons: These are generally the most expensive lap timing systems.

I'm sure you've realised by now that GPS based timing systems really are the choice for ultimate lap analysis. The ability of a GPS based lap timer to log lap information at all points around the circuit gives the user far more usable information than any of the other above mentioned systems. However, when purchasing a GPS timing system there are a few things you should look out for.

EASE OF USE

If you can, try to have a play with the unit first. GPS lap timers generally have options out the wazoo which can mean a difficult learning curve while you become familiar with all the functions. A good timer should be intuitive to use with comprehensive, easy to understand instructions. There's no point buying the best system in the world if it's too difficult to use.

Many systems require you to create or set up each track by riding around the circuit and inputting start lines, splits etc. Some systems come with a pre-loaded track library so all you have to do is select the track and away you go. This is definitely a plus as it means you're not wasting time setting up new tracks.

PC ANALYSIS SOFTWARE

All good systems come with PC analysis software. Again, this software can have a difficult learning curve and you don't want to have to go back to school just to learn how to analyse your timing data.

FUNCTIONALITY

Make sure the system is capable of recording data for all the situations you plan to use it for. There's no point buying a timer that only logs circuit data if you plan to use it for rally stages. Most good timers will have their functions listed on the box or website.

ACCURACY

The accuracy of GPS timing systems is determined by GPS signal strength. Some lap timers have a built in GPS receiver and others have a separate receiver. A separate receiver is more desirable as it can be placed where it can receive the best satellite reception. Metal surfaces can interfere with GPS reception, plastic and glass will not. If you have a display screen with a built in receiver you'll need to place it at the front of the dash, under the glass, for best reception. This may not be practical or even race legal.

5HZ VS 10HZ

Some systems will promote 10Hz functionality as

a benefit over 5Hz. This means that the receiver logs 10-bits of information per second which will increase resolution of speed graphs but not accuracy. In my opinion, 10Hz makes very little difference over 5Hz for circuit racing and rally stages. As there is no increase in accuracy and the increase in resolution is not generally visible.

10Hz really only makes a difference in situations such as 1/4mile and 0-100 performance tests where small distances are more relevant.

PORTABILITY

A portable system is a bonus as it allows the user to easily swap the timer between motorcycles.

This is a definite advantage if you are riding different bikes or even if you'd like to log some data from another rider for some lap comparison.

DURABILITY

A quality GPS timing system needs to be durable. Race conditions can sometimes expose equipment to extremes in heat, shock and vibration.

SUPPORT

Make sure the manufacturer provides contact support. A good support structure is key to resolving any issues you may have. **RR**



THANKS TO

Special thanks to Jake Haddad from RaceChrono. You can check out their GPS lap timers and other products at racechrono.com.au.

BROUGGY

MOMENTUM PART III

The final part of understanding the carrying of momentum through a corner, is the relationship between entry speed, mid-turn speed and exit speed. While it is true that the more momentum you can carry through the corner, the less you have to slow down to get to the slowest speed for that turn, there is a balance between how much speed you can carry in the slowest part of the corner and how much you can carry out.

The first thing we have to realise is that there is a definite slowest point in every corner. This slowest point may literally last for one metre, or it may be 50 metres, but either way it is a point or section. The whole structure of your corner depends upon you knowing and understanding where that point is, and what speed you will carry at that point.

The speed carried through this section is usually not able to be varied by any great degree, meaning, that there is a maximum speed that your bike on your tyres with you on it will be able to carry at that precise moment. The possibility of increasing that speed is usually very slight, due mostly to the very real limitations of traction and lean angle. However, you can most likely increase the speed getting to that point and you could also increase your acceleration from that point meaning you get back to maximum speed quicker. Overall, these two changes will improve your section time through that series of corners and is the core of carrying momentum through any section of road or track.

Unfortunately most riders end up trying to carry too much speed into and through the slowest point of the turn, and spend the rest of the corner dealing



with the resultant issues that the excess speed creates. This more often than not ends up with a considerably slower exit speed and a considerably higher heart rate. The idea is to locate the slowest point in the corner, identify how quickly you can go through that section without effecting your line or acceleration on the exit, then simply figure out what you have to do to get to and from that point in the shortest possible time. Your momentum through a corner is wasted unless you can carry it out of the corner in the form of greater exit speed. For those wanting to go faster, this is a critical piece of the puzzle. Why? I thought you'd never ask...

Your exit speed from the turn will determine your terminal speed down any straight.

This is probably nothing new to many of you but I wonder how much it actually features in your riding? If I were to watch you ride, would I be able to discern your plan for getting off the corner faster? Would it appear to me that you were aiming to get better exit speed? Or would I see you struggling to hold a line, struggling to get on the gas early or charging into the corner faster with negative effects?



Let's look at some real world examples here. If you were to take the underlying concept of the statement that 'exit speed equals straight line speed,' and applied it to a track like Phillip Island, it would mean that the final result, or product, of riding Turn 12 would be measured by your top speed at the end of the straight. Which is nearly one kilometre further down the track. Agreed? That would mean that if you had to sacrifice speed somewhere to get that result, you would do it either in the entry to Turn 12 and/or any one of the corners leading up to Turn 12... right? Although you probably can't fault the logic of what I'm saying here, it is interesting to me how many people do the exact opposite on each and every Phillip Island Ride Day I attend. See if you recognise yourself in the following...

First, they run wide over Lukey Heights, which narrows and restricts their entry into MG Corner. That of course makes for a wider and slower exit from MG and a narrower entry into Turn 11. Which then leads to carrying more lean angle and a slower exit off that corner. This then carries through with less momentum into Turn 12, which ultimately leads to a slower exit speed from the final corner. Then, some 1.5km of bitumen and four corners after it all began, you wind up negatively affecting your final product... one of the key elements of getting a better lap time – your terminal speed down the front straight.

So what I'm saying is that you can effect your speed down the front straight of Phillip Island Grand Prix Circuit by what you do in the four corners leading up to it. These corners cover approximately one third of the entire racetrack. So sometimes planning your exit speed is not just considering what is happening in the final third of the final corner, it is considering all the elements that put you in that exact condition, in that exact position, at that exact time.

I'm not saying that you have to slow dramatically through the previous corners but I am saying that you have to consider the end result of what you get, and make any sacrifices earlier in the section rather than later if you want the best possible outcome. Does this sound like it's worth a try? 

"The first thing we have to realise is that there is a definite 'slowest point' in every corner..."





PREDICTIONS

It's on again! This month sees two MotoGP test sessions in Malaysia and next month the racing starts in Qatar. Time therefore for the annual ritual of championship predictions, in what will be a milestone year – the last season for Bridgestone tyres and 'bring your own' electronics.

Will Marc Marquez make it three championships in a row? If not, who will stop this extraordinary rider? Valentino Rossi after reinventing himself last year? Jorge Lorenzo, who was the highest points scorer in the back half of the 2014 season?

Ducati has a new machine for Andrea Dovizioso and Andrea Iannone. The time gap to the race winners was chiselled away during 2014. The GP15 engine is smaller, so it can be moved around within the chassis to suit set-up requirements and hopefully end understeer complaints.

Suzuki returns to MotoGP after three years away and Aprilia after a decade.

Suzuki's entry gives top Open-class rider Aleix Espargaro his first works ride and promotes Maverick Vinales to the premier class, after winning the Moto3 crown in 2013 and being top Moto2 rookie last year.



Australia's Jack Miller has a ticket into directly into MotoGP, aboard one of Honda's RC213V-RS "customer" V4s. Some wise heads in the paddock reckon Miller and Vinales are the young guns who could develop into genuine Marquez challengers.

Miller has been placed in the same team (LCR Honda) where Casey Stoner served his rookie MotoGP season and been assigned Stoner's former crew chief Cristian Gabbarini.

Six-times Moto3 race winner Miller described his first test at Valencia on a machine with four times the power and twice the weight as the best day of his life. Quite a contrast to his scowl a day earlier at missing the world Moto3 crown by two points to Alex Marquez.

But here's the significant bit. Honda has signed Miller for three years. HRC had Stoner on its books in 2006, let him slip to Ducati in 2007 and didn't win the MotoGP title again it hired him in 2010.

Miller rode Honda-powered Moto3 machines for two years before switching to a top-spec KTM. Honda was asked if it regretted losing him.

The four most prized seats in the paddock are open for 2017. However, Honda and major sponsor Repsol would do whatever it takes to keep Marc Marquez and Lorenzo has said he's happy to complete his career with Yamaha. The vacancies will come as Rossi departs after 21 GP seasons and Dani Pedrosa is ushered out of the works Honda garage.

How can we know the tough little guy from the Barcelona outskirts will depart? Knowing Dani's options were limited for 2015-16, Honda made a contract offer it thought he would decline.

He accepted less money to still have a great bike, but showed his annoyance by sacking two respected mechanics. Marquez has a hand-picked crew, why couldn't he?

Pedrosa now has a new entourage. Long-



time manager/mentor Alberto Puig moved out in early 2014 to oversee Asian talent development and crew chief Mike Leitner left at season's end.

It was Puig who chose Pedrosa from 500 applicants for the Movistar Junior team and guided him through 125 and 250 GP. In 2006, he 'sold' Honda on building a machine around his 51kg rider for the upcoming 800 era, but Nicky Hayden won the '06 title and even Dani thought the '07 Honda 800 was too small.

Dani's 20kg weight advantage versus some of his rivals has always had pros and cons, with the cons increasing now the MotoGP minimum bike weight is 160kg.

But here's a larger issue. Pedrosa has raced works Hondas nine seasons and not won a title, while seeing Nicky Hayden, Stoner and now Marquez win from the other side of the garage.

Pedrosa has won 26 times in the premier class, double the individual tallies of the next most successful title runners-up Randy Mamola and Max Biaggi.

Why no title? There's a hard-luck saga that famously includes a stuck throttle, a tyre warmer jammed in a wheel, Marquez breaking his rear wheel-speed sensor wire, various smashed collarbones and shoulders, and the collision with the late Marco Simoncelli at Le Mans in 2011.

For years it was said Pedrosa was great at leading from the start and grinding out victories, but reluctant to duel. In 2014 it was noticed that he was rarely in a battle and certainly not in a fight for the lead.

Sure, he broke Marquez' winning streak at the Czech GP and was second on points until Iannone tagged him at Phillip Island. But discount Pedrosa's 17 laps in first place at Brno and he only led two other laps all season. More than 60 per cent of his race finishes were in third, fourth or fifth place.

Meantime, the fiercely patriotic Spanish press has found new heroes in the Marquez brothers and 'Tito' Rabat.

Dani's own countrymen have now dubbed him "El Voyeur" – as in he sits back and watches.

Nicknames can be cruel. Maybe this one will spark something. 



WORDS: EMMA BAILEY

SHAPING UP

TRAINING PROGRAM

This issue I am talking about how we can develop a training program and what to include in a training program that is tailored to your needs as a rider.

When first getting started with a specific training program you have to look at what you want it to involve. Is it mostly strength you want to develop or is it a combination of all aspects of rider development? If you are already doing certain aspects which might be cardio training, then look at developing a strength and stretch based program around what you are already doing and is working for your body.

Also when first getting started with a training program it's a good idea, if you don't have a trainer, to do easy exercise tests to give yourself a baseline of where you are sitting in certain areas of the body and then retesting yourself every month to every six weeks to see if you are getting the improvements you're aiming for. If you are that is great but if you seem to only be getting a little bit out of the program or staying at the same level you the can reassess and try a few different or new training techniques.

Some easy tests can be downloaded online for exercise test scales and scaling yourself for your age and depending on if you are female or male, as the results may vary. You can get abdominal strength tests, one-minute squat tests, one-minute push up tests and a sit and reach test to look at your flexibility. Performing one-minute tests is easy as all you need is a clock and yourself to perform any exercise. Record the number of reps you were able to perform and then you have a record for the next time you give yourself a test.

What's best to practice for rider development training programs?

A combination of all training methods is going to have the best result for rider development using a trainer who can develop a program that will help improve and focus on the important aspects, which will include:

Develop correct exercise skill or drill techniques.



"A combination of the different training methods with a variance in training days and rest days will enable a rider to increase performance..."

Improve your strength base.

Individualize programs to address athlete specific strengths and weaknesses.

Improve athletes' sports specific movements and techniques through agility and speed sessions.

Improve on athletes' physical conditioning through sport specific conditioning sessions.

These specific points I have highlighted are the main aspects because as we look at riding and specifically track riding, it is a sports that requires a large number of muscles.

Muscles that are under constant contraction and also requires the use of the cognitive muscles – our mental capabilities, therefore, riding is a whole body exercise where small and large muscle groups, are being recruited to have better performance on the bike.

A combination of the different training methods with a variance in training days and rest days will enable a rider to increase performance, decrease fatigue, and increase cognitive alertness while on track.

It is important to structure a training program so that you are not continually doing the same



program and exercising the same muscle groups each day in the same manner. It is best to divide a program up into days and body segments and to try and change a program at least every six to eight weeks as it takes the body that long to respond to any form of exercise and cause adaptations.

I have developed a combination-training program that you can use as a template to design a program and see where to put different aspects of training, how often to train, and what sort of intensity you should be aiming for on a day to day basis.

If you are interested or think I can help you, contact me at: e.bailey90@hotmail.com

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Mode	Strength training Legs	Interval training + Strength training arms and back	Cardio training Stretching	Strength training core Interval	Interval training + Strength training arms and back	Cardio Stretching	REST
Intensity	Four sets of 10 reps	Moderate intensity intervals Four sets of 10 reps	Moderate intensity	Light intensity	High intensity intervals Four sets of 10 reps	Light training	REST
Duration	45min to one hour	Interval 40min Strength 40min	Cardio 45min Stretching 25min	Core 30min Interval 30min	Interval 40min Strength 40min	Cardio 40min Stretch 20min	REST

ON THE SOAP BOX

In motorbike terms the year is over or as they say another season run and won. Really refreshing to see another Aussie carving a career out for himself as one of the world's best in the MotoGP paddock. Of course I am referring to Jack Miller. He certainly did everything he could to topple the Spanish armada and I think the whole world apart from Spain was hoping to see him crowned Champ instead of another Spanish rider, which is becoming a little monotonous. It would have been great to see the smallest manufacturer in KTM grab the crown too but anyway young 'Jackass' can certainly be proud of himself and hold his head high.

Great move in his part going straight into MotoGP too. I like his style, he simply said it is just another motorcycle, which is very true. All the knockers and press have their opinions and the organisation have their system and progression they like for the riders but Miller just said 'Yeah I'll give it a crack why not'. Brilliant

Seeing the old dog Valentino find a bit of the old fire again this year was great to see and great for the sport in general because without Valentino we would have had Spaniards winning every race in MotoGP.

Tito Rabat I must say was a very deserved champion because I see first hand how hard the guy works to be the best he can be everytime I am at Almeria doing a riding school for Focused Events. Every morning before we get started he goes out and does a race simulation on his

standard CBR600RR. He hits every apex and lapping within a couple of 10ths for 20 odd laps. Then again at lunchtime he goes out again and does the same thing. He also changes all his own tyres and does all the work on the bike himself. He has worn a groove around the Almeria circuit he has done so many laps but it has certainly paid off because you can always see that consistency come out on race weekends in Moto2.

Our boys in the final round of World Supersport in Qatar basically should have just stayed at home for how focused they were. Marino was talked into doing the last five rounds of Moto2 by his hot shot manager and basically just ruined the end of the season for us because he never found his previous form again and just complained about the bike and was always tired understandably after travelling. I think he finished in the top 20 in Moto2 once and was lucky to be in the top 10 in WSS for the remainder of the year. This is a guy that was leading the championship half way through the season. Now he hasn't got a job offer for next year so my advice to any racer in this situation would always be to eat what is on your plate and try to do one thing well.

"Now he hasn't got a job offer for next year so my advice to any racers in this situation would always be to eat what is on your plate"...



PJ just never brought his A game to Qatar. I have no idea why but he was off the pace all weekend and crashed a couple of times and had an engine problem and really it seemed like he didn't want to be there. The young kid Mason Law we put on the third bike for the last two races was lapping a

second quicker than the other two at the end of the race and with a couple more laps he would have beaten them both.

Anyway for me there is one more riding school in Almeria then it is back to full time babysitting duties and house husband stuff while waiting for our next small boy to arrive!

Finally I want to mention the passing of a great young Australian sportsman in Phillip Hughes. He grew up in the country just 25-minutes from where I did in Macksville and sadly the sport of Cricket has lost one of potentially its greatest players. It was a freak accident that happened while he was playing the sport he loved. I have witnessed and been involved in the same kind of thing so you think that you can deal with it but nothing ever prepares you for the shock of it.

As sad as it is his family can be proud of the life he lived and the way he lived it and what he contributed as a man. The news of his death reached the whole world and even in Italy cricket made the national sports papers.

Life will go on and the sport he loved will go on. RIP408

Andrew Pitt



TRACK MEMORIES

The fun times of 2014 captured in colour....



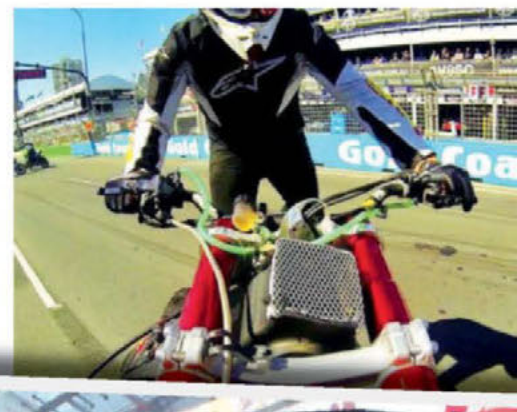
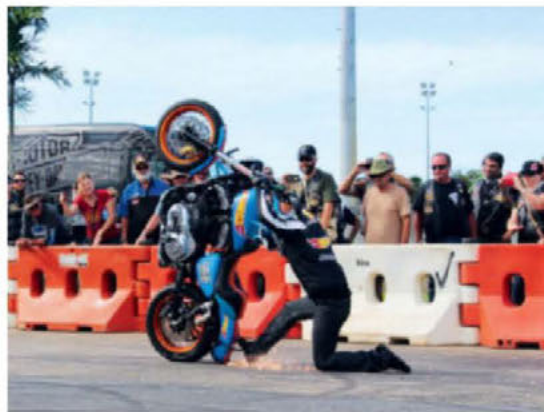




A YEAR IN PICTURES

The Hot Wheels Stunt Team kept us well entertained in *Flipped* last year and as they take a well-earned rest we thought we'd celebrate these awesome riders with a selection of the greatest moments of 2014!







DRAG RACING SEASON WRAP

The 2014 Atura NSW Drag Racing Championships were completed at Sydney Dragway and the winners and runners-up were awarded at a presentation evening at the Atura Hotel. Rumours of racers and their mates hanging out and drinking until the staff kicked them out are pure speculation.

RAPID BIKES MODIFIED BIKE

Modified Bike has been sponsored, supported and promoted by *Rapid Bikes* magazine for a number of seasons now. Equally, *Rapid Bikes* has been promoted and supported by Sydney Dragway. We are very proud to be a part of the package that is Sydney Dragway. We're also proud of the fact that motorcycle drag racing has been, and will continue to be, a regular part of every single issue of *Rapid Bikes*.

As well as being a racer myself, I'm also a part of the *Rapid Bikes* editorial team and

have been since the first issue. That came about after I was approached at the first race at Western Sydney International Dragway and asked to write a column on dragbikes for this new magazine that I'd never heard of. Here we are, 10-years later and neither *Rapid Bikes* nor Sydney Dragway has managed to get rid of me!

As most of us painfully remember, the 2014 season started with two rainouts.

ROUND ONE - March:

When the rains came, the semi-final had been run and Peter Strudwick and Matthew Hunt were the finalists waiting to race.

That left them tied on 90 ahead of Robert Simmonds and Wayne Quinnell on 80.





ROUND TWO - April:

More rain. This time we got the second round done before we packed up and went home. Matthew was on 160, with Simmo, Andrew Donaldson and Wayne Quinell all together on 140.

ROUND THREE - May:

Joe Khoury stuck his head up and took the win against Matthew Hunt with Brett Curnow going out in the semi finals. Matthew's 90 moved him to 250, Curnow's 80 elevated him to 220, equal with Donaldson as Simmo slipped back to 200.

ROUND FOUR - June:

Simmo took his win for the season and left before trophy presentation because he had somewhere else to be and wasn't planning to stay that late. Joe Khoury was runner-up. Matthew Hunt and Brett Curnow both exited in the second round.

70 points for Matthew Hunt had him on 320. Simmo's 100 moved him into second on 300, Curnow's 70 lifted him to 280, Dono's 60 gave him 270 and fourth.

ROUND FIVE: July

Taking his first at Round Five was Andrew 'Dono' Donaldson with Geoff Viegel runner-up. Matthew Hunt stayed home to pack his sandbags, Brett Curnow bowed out in the first round and Simmo left after his second round loss.

The scoreboard was Matthew on 320, Brett Curnow on 340, Simmo and Dono took the lead with 370.

ROUND SIX: August

Miserable weather again shortened our day out to the second round. Don went out in the first while Simmo, Brett and Matthew were all still in when the call was made.

That left Simmo on 440, Dono on 430, Brett on 410, and Matthew on 390.

ROUND SEVEN: September

After getting rained out early on Saturday morning, most of Mod Bike re-convened on Sunday morning. Brett Curnow was happy with his win and the 100 points from a final round win over Dono. Simmo was the semi final loser and Matthew got outed in the opening round.

The points were as follows: Dono and Simmo on 520, Brett on 510, and Matthew on 450

ROUND EIGHT: October

The long weekend was a happy time for Brett Curnow who took his second consecutive win over Dono! Simmo disappeared after the first round and

Matthew took an early shower after the semi-finals.

Brett's new total of 610 was equal with Dono. Simmo's 60 placed him next on 570 in front of Matthew's 530.

ROUND NINE: November

The final round. Just like in Street Bike and many other brackets, the calculators were working overtime. Dono went out in the first round to end his season early. Simmo exited in the second round while Brett went one more round and was defeated in the semi-finals while Matthew Hunt did a Bradbury and went all the way to final, which he won from Wally Hosta.

The final gross figures were Brett Curnow on 690, Andrew 'Dono' Donaldson on 670, Robert 'Simmo' Simmonds on 650 and Matthew 'Steven Bradbury' on 630.

With their worst round deducted, the final points tally was Robert 'Simmo' Simmonds on 590; Andrew 'Dono' Donaldson on 610; Brett Curnow on 630 equal with Matthew Hunt but Matthew did better at the final round and he won his second consecutive *Rapid Bikes NSW Modified Bike* Championship.

Congratulations to Matthew and Brett as well the other 20 racers who earned points this season in Rapid Bikes Modified Bike.

SYDNEY DRAGWAY STREET BIKE

Before we start talking about Sydney Dragway Street Bike, I'm sure that I speak for every one of the 27 racers who earned points in the bracket this season when I say thank you to The Sydney Dragway A-Team for working their arses off time after time to give us a track to race on.

We may be (mostly) tucked right down the back around Bastards' Corner but that's how we like it. The level of camaraderie within this group and those freaks from Mod Bike is very strong.

For those who don't know what the rules are for Sydney Dragway Street Bike, I'll outline them both for you – no wheelie bars and no dial-in quicker than 10.00. Apart from the normal ANDRA safety requirements, that's it. They were made deliberately simple and as inclusive as possible.

This was our second season as a bracket and I am very proud to say that again we did not have a single breakage or non-appearance all season. Yep, we're perfect.

Anyway, onto how it all happened... The 2014 season started with two rainouts.

ROUND ONE - March:

Evan Murray, Will Davey and Joe Khoury ■



were ready to run the semi finals when it came down. Defending NSW Street Bike Champion Matt Lisle suffered his only first round loss of the season. Ron Welch earned 70 for his second round loss.

Evan was on 80, Ron Welch had 70, and Matt was on 50.

ROUND TWO - April:

More rain. This time we got the second round done before we packed up and went home.

Ron Welch and Evan shared the points lead with 130 points. Matt was back on 110.

ROUND THREE - May:

Matt Lisle earned 70 points and Evan Murray added 50 to his tally. Donald Baird won. Colin Northcott was runner-up. (I earned 70, my best for the season!)

Matt and Evan were both on 180 but it was Ron Welch on 190 who was leading the charge.

ROUND FOUR - June:

Manuel Hliounakis got up and took the win over Eric Polowien. Evan and Matt scored 70 apiece for their third round loss. Ron Scored his only first round loss of the year and earned 50 points.

Matt and Evan moved up to 250 points, overtaking Ron's 240.

ROUND FIVE: July

After finally getting to grips with his 10.0-second Suzuki GSXR1000 after the Korean Compressor of 2013, Matt 'Kim Jong' Lisle broke through for a win against Keegan Ferns. Ron had taken a holiday and wasn't there while Evan lost in the semi-final.

The scoreboard was: Matt on 350, Evan on 330 and Ron on 240.



ROUND SIX: August

Miserable weather again shortened our day out to the second round but all three earned their second round 60 points.

That left Matt on 410, Evan on 390 and Ron on 300.

ROUND SEVEN: September

After getting rained out early on Saturday morning, most of us fronted up again on Sunday. Except for a few of us who had other commitments. Evan was one of those and earned nothing while Matt won from Angela and Ron rolled put in the second round.

The points were as follows: Matt had 510, Evan stayed on 390 and Ron moved up to 360.

ROUND EIGHT: October

The long weekend was a happy time for Evan who took his first win of the season from Brian Vernon. Matt was booted in the second round and Ron bailed in the third.

Evan's new total of 490 was still behind Matt's 570 but ahead of Ron's 430.

2014 was a great season and we look forward to seeing everyone back again in 2015, hopefully with some new faces joining the field.

ROUND NINE: November

The final round. Early in the day a couple of people on Bastards' Corner were counting fingers and trying to work out the point score. If he lost in the second round, and that one beats this other one in the second round, I could get past the third bloke as long as this fella doesn't beat yet another bloke. Evan joined the rest of first round losers and watched. Matt went out in the semi-final against Ron while Travis Anderson scored a bye into the final. Ron was the better bloke on a Harley Fat Boy and added 100 points to his tally.

The final gross figures for Matt, Evan and Ron were 650, 540 and 530.

Also worthy of mention are Brian Vernon and Angela Phipps who each scored 560 in total.

With their worst round deducted, the final points tally was Manuel Hliouniak, Angela and Brian Vernon fourth on 510 points.

Ron Welch's 530 gave him third.

Evan's 540 gave him second and Matt Lisle's 600 was enough for him to win his second consecutive NSW Street Bike Championship.

Congratulations to Matt and Evan as well as the other 25 racers who earned points this season in Sydney Dragway Street Bike. Thank you to the staff and officials of Sydney Dragway for allowing us to be a part of this amazing adventure. 

2015 NSW DRAG RACING CHAMPIONSHIPS

DATES

- March 21 Saturday
- April 12 Sunday
- May 30 Saturday
- June 20 Saturday
- July 11 Saturday
- August 29 Saturday
- September 12 Saturday
- October 3 Saturday
- November 14 Saturday

POINTS

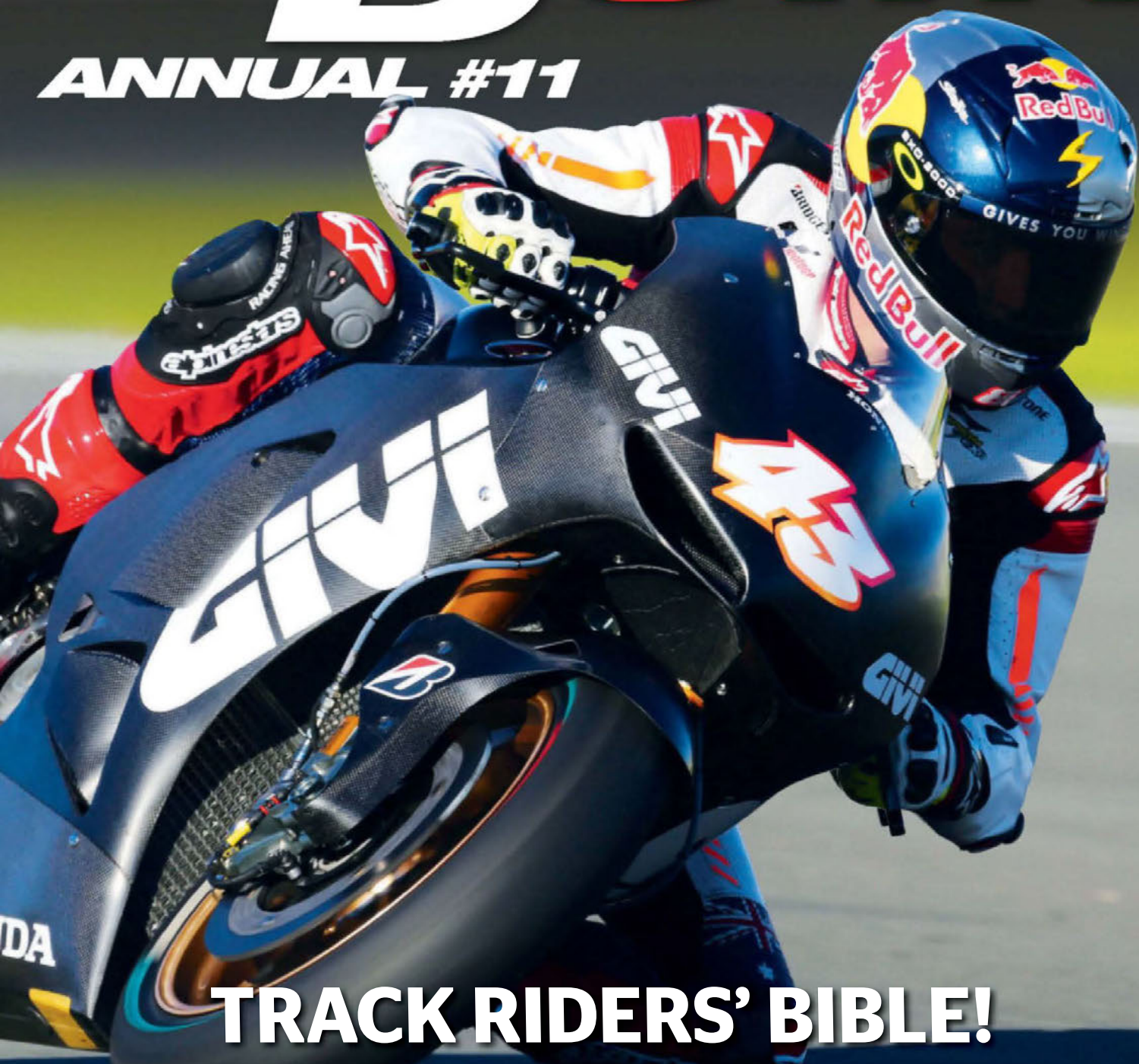
All the points you earn will be counted towards the 2015 Championship.

SYDNEY DRAGWAY STREET BIKE RULES

There will be no changes to the well-proven and successful rules that have been in place since the start of 2013.

KNEE DOWN

ANNUAL #11



TRACK RIDERS' BIBLE!
A MUST HAVE COLLECTOR'S EDITION!

This issue is a bumper 180-page all-track magazine with a review of the 2014 Aussie racing season as well as a guide for all things track related, from technical tips and tricks to coaching and product reviews and tests. Of course, *Knee Down* would not be complete without our famous track guides and this issue we have our seven favourite local tracks covered corner by corner.

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Everyone wonders what it would be like to have free reign on some public roads for a bike only race. Well, head over to the Cemetary Circuit Boxing Day meeting and check it out for real!

Pics: **Andrew Gosling**

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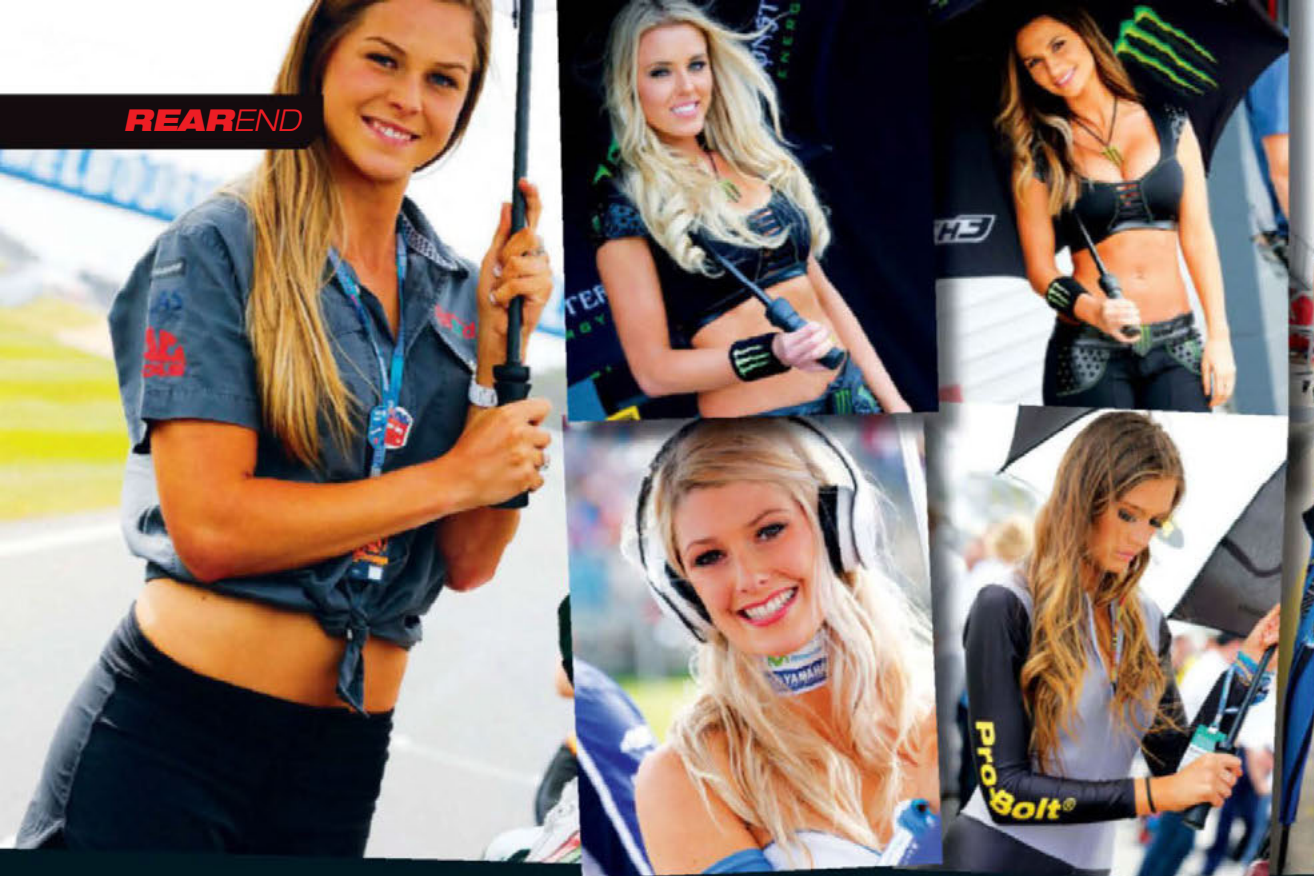
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ACTION FROM THE AMAZING BOXING DAY MEETING CEMETARY CIRCUIT RACES. NEXT ISSUE WE HAVE A FULL REPORT FROM 2015!



REAREND



SPECTATOR

2015 MOTOGP

29 March,	Qatar - Losail
12 April,	Americas - USA
19 April,	Termas del Rio Hondo - Argentina
03 May,	Jerez - Spain
17 May,	Le Mans - France
31 May,	Mugello - Italy
14 June,	Barcelona - Catalunya
27 June,	Assen - Netherlands
12 July,	Sachsenring - Germany
09 August,	Indianapolis - USA
16 August,	Brno - Czech Republic
30 August ,	Donington- Great Britain
13 September,	Misano - San Marino
27 September,	Motorland - Aragon
11 October,	Motegi - Japan
18 October,	Phillip Island - Australia
25 October,	Sepang - Malaysia
08 November,	Valencia - Valencia

2015 AUSTRALASIAN SUPERBIKE CHAMPIONSHIP & AUSTRALIAN FX-SUPERBIKE

27-29 March,	Sydney Motorsport Park, NSW
15-17 May,	Mallala, SA
26-28 June,	Sydney Motorsport Park, NSW
14-16 August,	Queensland Raceway, QLD
25-27 September,	Wakefield, NSW
23-25 October,	Winton, VIC
4-6 December,	Sydney Motorsport Park, NSW

2015 ASBK CHAMPIONSHIP

19-22 February,	Phillip Island
10-12 April,	Morgan Park
29-31 May,	Barbagallo
11-13 September,	Symons Plains
23-24 October,	Phillip Island

2015 MRRDA CHAMPIONSHIP

10-11 January,	Sydney Motorsport Park, NSW
31 January - 1 February,	Queensland Raceway, QLD
14-15 February,	Mallala, SA
28 February - 1 March,	Winton, VIC
21-22 March,	Broadford, VIC

2015 HONDA RJAJS ROAD RACE SERIES

31 January,	Rnd 1, SMSP, NSW
1 February,	Rnd 2, SMSP, NSW
6-8 June,	Rnd 3, Broadford, VIC
1 August,	Rnd 4, Wakefield, NSW
2 August, Rnd 5, RB Endurance 4 Hour,	Wakefield
7 November,	Rnd 6, SMSP, NSW
8 November,	Rnd 7, SMSP, NSW

2015 WSBK CHAMPIONSHIP

22 February,	Phillip Island, Australia
22 March,	Chang Int. Circuit, Thailand
12 April,	Aragon, Spain
19 April,	Assen, Netherlands
10 May,	Imola, Italy
24 May,	Donington, UK
7 June,	Algarve, Portugal
21 June,	Misano, Italy
5 July,	Moscow, Russia
19 July,	Laguna Seca, USA (SBK only)
2 August,	Sepang, Malaysia
20 September,	Jerez, Spain
4 October,	Magny-Cours, France
18 October,	Losail, Qatar

NEXT ISSUE (#96) ON SALE 16/04/2015

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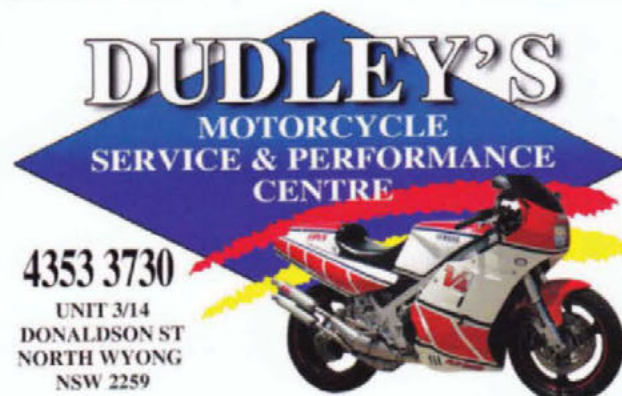


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